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TRANSPORTATION TOMORROW SURVEY


2006, 2001, 1996 and 1986
TRAVEL SURVEY SUMMARIES
FOR THE
GREATER TORONTO AND HAMILTON AREA

FIFTH REPORT OF THE 2006 TTS SERIES



datamanagementgroup

DEPARTMENT OF CIVIL ENGINEERING
UNIVERSITY OF TORONTO



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TRAVEL SURVEY SUMMARIES
FOR THE
GREATER TORONTO AND HAMILTON AREA

Prepared for the
Transportation Information Steering Committee

by the
Data Management Group
Department of Civil Engineering
University of Toronto
October 2008



Participating Agencies:

Cities of Barrie, Brantford, Guelph, Hamilton, Kawartha Lakes, Peterborough, and Toronto
Counties of Dufferin, Peterborough, Simcoe, and Wellington
GO Transit
Ministry of Transportation, Ontario
Regional Municipalities of Durham, Halton, Niagara, Peel, Waterloo, and York
Toronto Transit Commission
Town of Orangeville

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City of Barrie	GO Transit
City of Brantford	Ministry of Transportation Ontario
City of Guelph	Regional Municipality of Durham
City of Hamilton	Regional Municipality of Halton
City of Kawartha Lakes	Regional Municipality of Niagara
City of Peterborough	Regional Municipality of Peel
City of Toronto	Regional Municipality of Waterloo
County of Dufferin	Regional Municipality of York
County of Peterborough	Toronto Transit Commission
County of Simcoe	Town of Orangeville
County of Wellington	

This report was prepared for the Transportation Information Steering Committee (TISC) by the Data Management Group (DMG) at the Department of Civil Engineering, University of Toronto. The Steering Committee, formerly known as the Toronto Area Transportation Planning Data Collection Steering Committee (TATPDCSC), which also conducted the 1986, 1991, 1996 and 2001 TTS, is represented by the Ontario Ministry of Transportation, Cities of Toronto and Hamilton, Regional Municipalities of Durham, Halton, Peel and York, GO Transit and the Toronto Transit Commission. The contributions of the above supporting agencies to the production of this report and to the ongoing work of the DMG are gratefully acknowledged.

FURTHER INFORMATION

The Transportation Tomorrow Surveys (TTS) are parts of an ongoing data collection program by the Transportation Information Steering Committee (TISC). The survey data (2006, 2001, 1996, 1991 and 1986) are currently under the care of the Data Management Group. This group is responsible for maintaining the TTS databases and making available appropriate travel information for any urban transportation study in the area. Requests for information from the TTS, or enquiries related to the contents of this report, should be directed to the address below.

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A list of other TTS publications and technical reports is included in this report.

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INTRODUCTION

BACKGROUND

The 2006 Transportation Tomorrow Survey (TTS) is the largest and most comprehensive travel survey ever conducted in Ontario or perhaps anywhere in North America. The 2006 survey is the fifth in a series of surveys conducted every five years in the Greater Toronto and Hamilton Area (GTHA). The TTS contains detailed demographic information on all members of a surveyed household and a ledger of travel information over an entire weekday.

The first Transportation Tomorrow Survey, conducted in 1986, collected information for more than 61,700 households in the GTHA. It was the most comprehensive travel survey in the Toronto area since the 1964 Home Interview Survey for the Metropolitan Toronto (now City of Toronto) and Region Transportation Study (MTARTS).

The 1991 TTS was an update of the 1986 survey data. Approximately 22,300 households in the GTHA and 2,200 households at the fringe of the GTHA were successfully interviewed. The survey captured the travel condition in the GTHA after five years of active changes, with particular emphasis on areas that experienced rapid population growth between 1986 and 1991. The 1991 survey data provided a clear measure of global trends on urban travel characteristics. One of the most significant observations was the shift of urban population and employment growth from the City of Toronto to the surrounding regions and its impact on travel demands and modal choice.

In 1996, municipalities adjacent to the GTHA were invited to participate in the TTS survey. Ten municipalities elected to be included, expanding the survey area to cover a large part of south central Ontario. The resulting survey now involved co-operation from sixteen local and regional governments, two transit operators and one provincial ministry. Based on Census information, the survey area covered 60% of Ontario's total population. Altogether 115,200 households, or five percent of all households in the survey area, were successfully interviewed. The survey provided sample information on an estimated 13 million daily trips in the survey area.

The 2001 TTS survey covered much of the same area as the 1996 survey excluding the Regional Municipality of Waterloo whilst expanding some other counties outside of the GTHA. The survey again involved the co-operation from sixteen local and regional governments, two transit operators and one provincial ministry. Altogether approximately 137,000 households were successfully interviewed. The survey provided sample information on an estimated 14 million daily trips in the survey area.

The 2006 TTS covered all of the area involved in the 2001 survey plus the Regional Municipality of Waterloo, which had previously been surveyed in 1996 but not 2001, and two new areas which had not been covered in any previous surveys. The survey involved co-operation from 19 local and regional governments, two transit operators and one provincial ministry. Altogether approximately 149,000 households were successfully interviewed. The survey provides sample information on an estimated 16.5 million daily trips in the survey area.

Unlike data sources such as regular traffic counts which measure the change in magnitude of travel demand, the TTS provides information on the characteristics of these changes. As a transportation time series database, the TTS enables analysis on how factors such as flexible work hour programs, relocation of manufacturing employment, increasing female participation in the labour force, and aging population influence how people travel, how often and the purpose of their trips.

In addition to providing time series travel information for the GTHA, the 2006 data is useful in identifying the dynamic and increasing socio-economic influences between the GTHA and its surrounding regions.

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the Transportation Tomorrow Survey data for the GTHA according to municipal boundaries. The summary is presented in tabular and graphic formats at three levels of detail, namely the Greater Toronto and Hamilton Area, each of the six Regional Municipalities and each of their respective local municipalities. The information presented includes socio-demographic and travel characteristics. In addition to presenting the magnitude of the trips coming into and leaving an area, the summary tables and figures also describe travel characteristics such as travel purpose, trip start time, travel distance and travel mode choice.

Data from four of the five surveys, 1986, 1996, 2001 and 2006 are presented in this report. Although the four surveys differ in survey area, the information in this report has been made compatible to present a true comparison between 1986, 1996, 2001 and 2006 data. Hence, the information presented in this report includes only GTHA households. A summary of the 2006 survey data for the entire survey area is presented in the 2006 TTS report, *2006, 2001 and 1996 Travel Survey Summaries*.

The 1991 survey data is not presented in this report but detailed information on the findings of that survey is available in the 1996 report, *1996, 1991 & 1986 Travel Survey Summaries for the Greater Toronto Area*.

The information presented in this report is based on Version 3.1 of the 1986 TTS database, Version 2.1 of the 1996 TTS database, Version 1.0 of the 2001 TTS database and Version 1.0 of the 2006 TTS database.

THE TTS DATA

DESIGN AND CONDUCT OF THE SURVEYS

1986 Survey

The 1986 Transportation Tomorrow Survey was conducted in the fall of 1986. The survey area covered the entire Greater Toronto and Hamilton Area (GTHA). This area consists of the Cities of Toronto and Hamilton (formerly Metropolitan Toronto and the Regional Municipality of Hamilton-Wentworth) and the Regional Municipalities of Durham, Halton, Peel and York.

A random sample of households in the study area was selected from Bell Canada's files containing information on residential subscribers. The Bell files contain the name, address and telephone number of households listed in the telephone directory. Households with unlisted telephone numbers were not included in the sample of five percent of the households in the study area. The actual sampling rate in each Forward Sortation Area (defined by the first three characters of the postal code) was reviewed to ensure an even distribution of samples across the sample area.

An advance letter was mailed to the sample household before the actual interview took place. The purpose was to introduce the survey, outline the survey process and impress upon the household the legitimacy and importance of information that would be collected in the interview.

Interviewers telephoned each sample household to collect travel information for the preceding day and recorded the data on coding forms. Subsequently the information collected during the interview was entered into a computerized database. The location of the household and the locations of all trip origins and destinations were recorded, or "geocoded", using a graphical referencing system.

1991 Survey

In 1991 a partial survey was completed in order to supplement the 1986 survey data. The 1991 survey because of its size also served as a large field test of improvements to data collection which were used in later surveys.

In 1991, as in the 1986 survey, an advance letter to explain the importance and nature of the survey was mailed to the sample household prior to the actual interview. Data processing and control of the survey were however significantly improved from 1986. The biggest change from 1986 was that the information collected by interviewers over the telephone was recorded directly on computer files using a direct data entry program. As the information was entered, the program carried out spelling checks on street names, validation checks on transit routes and many other checks on the consistency of the information. The sample rates were monitored daily by sample control software to ensure even coverage of the study area during the survey period. The location of households, trip origins and destinations were again geocoded as was the new information on location of employment.

1996 Survey

The 1996 TTS was conducted as a full survey as opposed to the 1991 survey which had only been a partial survey. Similar to 1986, the target in 1996 was a five percent random sample of households throughout the survey area. The survey area was expanded from the GTHA to include the Regional Municipalities of Niagara and Waterloo, the County of Victoria (now City of Kawartha Lakes), the Cities of Barrie, Guelph and Peterborough, the Town of Orangeville and partial coverage of the Counties of Peterborough, Simcoe and Wellington.

The approach taken in the 1996 survey is a continuation of the experience and development gained from the 1986 and 1991 surveys: an advance survey letter, telephone interviews, on-line direct data entry and automated geocoding of all geographic information. The most significant change in the data collection process was the use of a networked computer system for improved efficiency in sample control and quality assurance.

Unlike previous surveys, the 1996 TTS was conducted over two time periods. At the request of the Regional Municipality of Waterloo, households in the Waterloo area were surveyed in the fall of 1995 while the main survey was conducted in the fall of 1996. There were no changes in the survey methodology or questionnaire between survey periods and the two data sets are combined for all expansion and analytical processes.

2001 Survey

Similar to the 1986 and 1996 surveys, the 2001 survey was a new, full survey with a target of a five percent random sample of households throughout the survey area. The survey area in 2001 was similar to that in 1996 except that the Regional Municipality of Waterloo was not surveyed while the City of Orillia and full coverage of Simcoe County were added. The 2001 TTS collected information for over 137,000 households.

The approach taken in 2001 followed that taken in 1996 with additional logic checks and quality control mechanisms built into the conduct of the survey for enhanced accuracy.

The 2001 survey was conducted over three time periods. Areas external to the GTHA were surveyed in the fall of 2000 and the GTHA was surveyed in the fall of 2001. In May 2002, additional interviews were conducted in the GTHA to amend a sample bias discovered after the first two survey periods. There were no changes in the survey methodology or questionnaire between survey periods and all data was combined for all expansion and analytical processes.

2006 Survey

The 2006 survey is another full survey with a target of a five percent random sample of households throughout the survey area. The survey area has expanded from 2001 to include the Regional Municipality of Waterloo, Dufferin County and the City of Brantford. In order to provide continuous coverage in the area surveyed, Brant County was surveyed during the training of interview staff.

The survey methodology and questionnaire in the 2006 survey was the same as the previous surveys. However, the sample control, interview and geocoding software were rewritten to provide better performance and quality control. The survey was divided into two phases. The first phase was conducted in the fall of 2005 and included interviews for the areas outside the GTHA,

while the second phase was conducted in the fall of 2006 and included only households within the GTHA. As in previous surveys, the two datasets were combined into one database at the end of the survey for data expansion and validation.

Detailed documentation of the planning and implementation of the surveys is contained in the Design and Conduct of the Survey reports for each corresponding survey year.

INFORMATION COLLECTED

1986 Survey

The 1986, 1991, 1996, 2001 and 2006 surveys collected similar demographic and travel information. Demographic data were collected for the households and each of its members. Travel information was usually for the weekday just prior to the day of the interview. The 1986 database may be summarized as follows:

Demographic Information

- Household Characteristics
 - Dwelling unit type
 - Number of persons living in the household
 - Number of vehicles available for personal use
- Person Characteristics
 - Age
 - Gender
 - Employment and student status
 - Possession of a driver's licence

Travel Information

- Nature of trip
 - Start time
 - Purpose of trip

- - Origin and destination points
- - Means of travel
- Travel mode
- Detailed transit routes

A trip was defined as a one-way movement between two locations for a single purpose. For example, a trip may be made to work, to serve the needs of a passenger, or to return home. The 1986 survey collected trip information for all persons of age 6 years or older over a 24-hour period. To reflect travel activities on an average work day, only trips made on Monday to Friday were recorded. The survey results indicated an equal coverage of trips on each of the five weekdays. A walk or bicycle trip was recorded only if it was made to or from a place of work or school.

1996 Survey

In discussing the information collected in 1996 it is necessary to look at the changes implemented in 1991. In addition to the information collected in the 1986 survey, the 1991 survey also collected the following for each person in the household:

- Location of usual place of work
- Location of usual place of school
- Availability of free parking at usual place of work

There are also several changes in definitions and operating procedures between the 1986 and 1991 surveys. In the 1991 survey, no trip or school information was collected for persons under the age of 11. The qualifying age was raised from 6 to 11 to alleviate some of the concerns parents may have had about releasing information for young children. Age 11 was chosen since this is the minimum age at which any significant number of people use transit. All children between the ages of 6 and 11 were assumed to be full-time students.

Employment and student status (full or part-time) were recorded as separate data to allow for all combinations. The 1986 survey did not permit all combinations to be recorded.

The 1986 survey had included shopping, personal business and entertainment as separate trip purposes. These were grouped under the "other" trip purpose category in the 1991 survey and a new category, "to daycare centre" was added.

In 1991, all trips made on a bicycle were recorded instead of just trips to or from work or school

as was the case in 1986.

In addition to the data collected in the 1986 and 1991 surveys, the 1996 TTS also collected the following for each person:

- Possession of a transit pass
- Occupation type
- Whether or not the person worked at home on the trip day (only asked if a person employed full-time outside the home did not make a work trip on the survey day)

Furthermore, two changes were made to existing survey questions. Townhouse was added as a dwelling unit type in 1996. Previously, dwelling types were limited to house or apartment. Shopping was again distinguished as a separate trip purpose as it was in 1986. In 1991 it was placed in the "other" category. All other definitions remained the same as in 1991.

2001 Survey

In addition to the information collected in the 1996 survey, the 2001 survey also collected the following for each person in the household:

- School name
- Boarding and alighting stations for all GO Train and subway trips

2006 Survey

The information collected in 2006 remained the same as that collected in 2001.

A comprehensive description of the contents and structures of the TTS database is contained in the Data Guides for each individual survey year.

SAMPLE EXPANSION METHODS

1986 Survey

In total, more than 61,700 households were successfully interviewed in the 1986 survey. Based on the 1986 Census count of about 1,470,000 households in the Greater Toronto and Hamilton Area, this constituted a 4.2 percent sample of all households.

To represent the total population in the GTHA, each sample household record was given an expansion factor. The factors were defined as the ratio of the number of Census dwelling units to the number of surveyed household units in an "aggregation district". A total of 191 aggregation districts were defined and each sample household in an aggregated district received the same expansion factor. To ensure spatial consistency of the expansion factors, each aggregation district was defined to contain a minimum of 2,500 Census dwelling units. The number of Census dwelling units in an aggregation district was obtained from the 1986 Census information.

1996 Survey

Including the Waterloo Region survey, approximately 88,900 households in the GTHA and 26,290 households outside the GTHA were successfully interviewed in the 1996 survey. Based on the 1996 Census count of 1,802,700 households in the GTHA and 499,000 households in the remaining survey area, the 1996 survey achieved its target of a five percent global sample of all households.

In previous TTS expansion procedures, special tabulations of Census information were required to expand household samples by aggregations of traffic zones. To expedite the process, the 1996 survey was expanded based on census tracts (CTs) and by municipalities for areas not covered by census tracts. Some minor adjustments and aggregations were made due to incompatibility between census tract, census sub-division and municipal boundaries. In general, expansion factors have been calculated by municipality if the total number of households surveyed is less than 450.

The sample selection for each survey up to 1996 was based on Bell Canada's residential phone listings. Institutions such as retirement homes and reformatories were not part of the three surveys. As a result, while the expansion procedure ensures that TTS data represent total census

dwelling units, population counts by TTS are usually less than those reported by census. The overall under-reporting of the GTHA population in 1986, 1991 and 1996 are 2.2 percent, 2.5 percent and 2.7 percent, respectively.

2001 Survey

In 2001, approximately 113,600 households in the GTHA and 22,700 households outside the GTHA were successfully interviewed. Based on the 2001 Census count of 1,968,700 households in the GTHA and 438,400 households in the remaining survey area, the 2001 survey achieved its target of a five percent global sample of all households.

The 2001 TTS differed from previous surveys in that the data did not consist of a random selection of households throughout the survey area. The initial sample selection and sample control process were based on Forward Sortation Areas (FSAs) - the first three characters of the postal code. Expansion factors were applied to the data at the FSA level as opposed to census tract in 1996. Within most FSAs, apartment buildings were known to be under-represented relative to other types of housing. Hence, different expansion factors were applied within individual FSAs depending on the type of housing (apartment versus non-apartment).

As with 1996, institutions such as retirement homes and reformatories were not part of this survey and the population count by TTS was again less than those reported by Census. The overall under-reporting of the GTHA population in 2001 is 3.2 percent.

2006 Survey

There were approximately 112,500 households in the GTHA and 37,100 households outside of GTHA successfully interviewed in the 2006 TTS. Based on the 2006 Census, there were 2,160,100 households in the GTHA and 711,200 households in the remaining survey area. Therefore, the target of a five percent sample was achieved.

Similar to previous surveys, sample selection and sample control processes were based on FSAs. According to past experience, apartment buildings are under-represented in TTS. Hence, a higher sample rate for apartments was used. Unlike the 2001 TTS, no differential expansion process was used for apartments.

Institutions such as retirement homes and reformatories were not included in the survey. As a result, the overall population count for the GTHA by TTS is 3.1% less than that reported by Census.

The sample expansion procedures for the four surveys are described in detail in four reports: the 1986 TTS report, *Version 3 Data Guide*, the fifth report of the 1996 TTS working paper series, *Data Expansion*, the third report of the 2001 TTS working paper series, *Data Expansion* and the third report of the 2006 TTS working paper series, *Data Expansion*.

QUALITY OF THE DATA

1986 Survey

Tests on the validity of the 1986 survey information using data from other sources are described and documented in the 1986 TTS report, *Data Validation*. The validation exercise indicated that the 1986 data is reliable and representative. With respect to peak period trips, there are no significant differences between TTS results and other data sources such as Census, Labour Force Surveys and Cordon Count Programs. Therefore, the 1986 data can be used with reasonable confidence in transportation planning analysis that relate to peak period travel.

As mentioned in the data validation report, a discrepancy was noted as a result of the tendency for households to remember less about, and to therefore under-report, discretionary trips and off-peak trips. Part of the under-reporting was the result of using a single informant to report travel activities for the entire household. A detailed discussion of the topic is contained in the reports, *Analysis of TTS Data Bias: Bias Due to Use of Informants* and *Under-reporting of Trips in Telephone Interview Surveys*.

Since the publication of the 1986 TTS report, *Travel Survey Summary for the Greater Toronto Area*, the 1986 survey data have been updated to Version 3.1. The changes are minor and do not affect summary totals at the planning district level.

1996 Survey

Analysis of the 1996 survey data indicates a similar conclusion on the quality of the data as with previous TTS results. With respect to peak period travel, especially during the morning peak, 1996 TTS data match closely with other data sources such as Cordon Count Programs and transit ridership counts. Under-reporting of off-peak travel is predominately associated with automobile trips. Public transit trips are in general well represented by TTS data with the exception of some off-peak under-reporting in the Toronto downtown area mainly associated with streetcar use.

The TTS tends to under-report infants and elderly persons in comparison with Census data. The exclusion of collective homes, such as hospitals and nursing homes, from the survey is likely a contributing factor in the under-representation of the elderly. Furthermore, due to the difference in sample periods between the TTS and Census, the spatial distribution of persons aged 18 to 27 differ between the two databases. This in turn affects the estimation of post-secondary students for portions of the survey area.

A detailed analysis on trip rates between informants and non-informants of surveyed households indicate no significant differences on the home-based work and school trips. Differences in trip rates between informants and non-informants are mainly associated with non-home-based and home-based discretionary trips by auto driver mode.

For further discussion on the validation of the 1996 data, refer to the Data Management Group's report entitled, *1996 Transportation Tomorrow Survey Discretionary Travel* and the 1996 TTS report, *Data Validation*.

2001 Survey

Analysis of the 2001 survey data indicates that, as with previous years, the TTS data may be used with a high degree of confidence. With respect to peak-period travel there is no evidence of under-reporting of trips made in the a.m. peak period. Public transit trips are accurately represented throughout the day and any under-reporting which occurs is primarily associated with off-peak automobile trips.

TTS tends to under-represent the overall population of the survey area compared to Census data. The under representation is most noticeable in infants and elderly persons. The exclusion

of collective homes, such as hospitals and nursing homes, from the survey is likely a contributing factor in the under-representation of the elderly. Also as in 1996, the spatial distribution of persons aged 18 to 27 differ between the two databases. This can again be attributed to the timing and definition of the survey relative to the census and the effect this has on post-secondary school students.

TTS data accurately reflects the number of full-time students in most parts of the survey area. Initial comparisons with university and college enrollment data suggest that there might be some under-representation of students at McMaster, Guelph and Trent Universities.

For further discussion on the validation of the 2001 data, refer to the 2001 TTS report, *Data Validation*.

2006 Survey

Analysis of the 2006 survey data indicates that the quality of the data is consistent with those from the previous surveys and can be used with confidence. Peak period travel corresponds with the 2006 Cordon count data and transit trips are comparable to the ridership data provided by transit agencies.

As in previous surveys, population was under-represented by the 2006 TTS as compared to the Census data. The under-representation in infants and elderly persons are likely to be contributed by the exclusion of collective homes such as hospitals and nursing homes from the survey. There is also an under-representation of people aged 18 to 27. This can be attributed to the timing and definition of the survey relative to the census and its effect on post-secondary school students. The growing use of cell phone in place of land lines in this age group might also be accountable for the under-representation.

For further discussion on the validation of the 2006 data, refer to the 2006 TTS report, *Data Validation*.

REPORT CONTENTS

OVERVIEW

This report presents data from the 1986, 1996, 2001 and 2006 TTS Survey. The data in this report are presented in two sections. The first section provides demographic characteristics and travel pattern data. The information is presented by local municipalities and summarized by regional municipalities and for the entire GTHA. In total there are 36 local municipalities and six regional municipalities in the GTHA. In addition, there is a separate summary for the central area of the City of Toronto.

The second section provides a set of trip matrices for each survey year. The origin-destination trip matrices and home to work trip matrices are summarized by municipality and region.

The demographic and travel pattern data are presented on two pages for each area of interest. On the left-hand page are data pertaining to employment and work trips for 2006. The right-hand page presents a time series comparison for the 2006, 2001, 1996, and 1986 surveys in summary tables.

To reflect the fact that all numbers presented in this report are estimates based on expanded survey data, all numeric figures are rounded. Totals and subtotals are rounded to the nearest 100 for all data presented in this report. All percentages are rounded to the nearest integer. No information is presented for categories that have less than four observations or survey records. These categories are denoted by an asterisk (*).

Invalid survey responses are dealt with in two ways. The response is grouped under the "other" category if one is available (travel mode, for example). Otherwise, invalid responses are distributed proportionately (based on the valid responses) between the available categories.

Although the 2006 survey area extends well beyond the GTHA, all data presented in this report are limited to residents of the GTHA in order to show time series comparisons.

2006 STATISTICS

Population and Employed Labour Force

The first chart on the left-hand page shows the distribution of population and employed labour force for the area. At the regional level, the distribution is by the local municipalities within the region. Similarly, the GTHA summary data are distributed by the six regions. At the municipality level, population and employed labour force are distributed by age cohorts.

Population includes only persons living in private residences at the time of the interview. Employed labour force includes all persons who work full-time, part-time or work at home on a full or part-time basis.

For the 2006 TTS, Statistics Canada introduced a new approach to collecting information on residents residing in apartments that has resulted in a lower number of occupied dwellings. This in turn has the affect of introducing a minor reduction in the dwelling unit and population expansion targets used in the TTS for major urban centres like the City of Toronto.

Employment

The second chart on the left-hand page presents information on employment and employed residents of the area. At the regional level, this chart compares total employment with the proportion of employment that is held by residents of the region of interest. At the municipal level, this chart compares the home location of persons employed in the municipality with the work location of its own residents.

For each area, the employment figure is defined as the number of jobs held by GTHA residents. It is measured in the survey, by the response to the usual place of work question. This definition does not include positions that may be vacant or positions that are held by residents external to the GTHA.

Work Trip Origins and Destinations

Work trip origin and destination distributions are presented together on the same plot on the right half of the page. The distributions are presented by the regions in the GTHA and by the municipalities in the region of interest. The origin distribution illustrates the distribution of trip origins within the GTHA for all work trips destined for the highlighted area. The destination distribution shows the distribution of destinations for work trips made by residents of the highlighted area. For the destination distribution trips made by the residents can originate anywhere. The origin and destination distribution percentages are presented side by side on each plot for comparison purposes. Note that the work trips are for a 24-hour period and include only the first work trip of the day for each person.

TIME SERIES SUMMARY TABLES

Demographic characteristics and travel patterns are presented on the right-hand page in four tables. Information from the 2006 survey is presented in black followed by information from the 2001, 1996 and 1986 surveys in green.

Demographic Characteristics

Demographic data are presented in two tables on the top half of the page. One summarizes the data by household and the other summarizes the data by person.

Household characteristics include:

- Total number of households in the area. The data expansion procedure ensures a close match with the census.
- Distribution of households by dwelling type: house, townhouse or apartment.
- Distribution of households by number of persons in residence at the time of the interview.
- Distribution of households by number of vehicles available to the household for personal use.
- A series of ratios that reflect the general characteristics of households in the area:
 - Persons - Total population divided by total number of households
 - Workers - Total number of employed persons (full-time, part-time or work at home)

- divided by total number of households
- Drivers - Total number of persons in possession of a driver's licence divided by the total number of households
- Vehicles - Total number of vehicles available for personal use divided by total number of households
- Trips/day - Total number of trips by persons of age 11 and over divided by total number of Households

Personal characteristics include:

- Total population in private residence in the area at the time of the interview
- Population by gender
- For each gender category, the percentage of persons in possession of a valid driver's licence and distribution by employment status. Employment categories are full-time outside the home, part-time outside the home, work at home (full or part-time) and student (full or part-time). Please note that except in the 1986 data a student can also be employed.
- Median age, the age where 50 percent of the population is older and 50 percent is younger.
- Distribution by age cohort
- Daily trips per person calculated by the number of trips made by persons aged 11 and over divided by the number of persons aged 11 and over.
- Daily work trips per worker is defined as the proportion of employed persons who make a trip to work on a given weekday. This is calculated by the number of first work trips divided by the total number of employed persons.

Travel Patterns

The table on the lower half of the page presents travel pattern information in two categories: trip purpose and mode of travel. In each category, the information is summarized by trips that were made by residents of the area and by trips with a destination in the area. Trips made by residents of an area are a measure of mobility and thus all trips regardless of trip origin or destination are included. The number of trips made to an area is a measure of the area's attractiveness and therefore includes trips made by both residents and non-residents of the area. Note that trips made by residents include trips in and out of the GTHA and that trips made to the area include only trips made by GTHA residents.

The time periods dealt with are the 24-hour period and a 3-hour morning peak period. The morning peak period has been chosen to minimize the number of non-work trips that are included in the summary. In general, the composition of the morning peak is dominated by trips to work and school. Although the period chosen for the morning peak is indicated as 6:00 a.m. to 9:00 a.m., the data actually comprises trips starting at 6:00 a.m. to 8:59 a.m. The reason for excluding trips starting at exactly 9:00 a.m. is that respondents tend to round off the times they reported to the nearest quarter or half hour. If data for both 6:00 a.m. and 9:00 a.m. are included the actual number of morning peak period trips would be overrepresented.

Trip Purpose

For trips made by residents of an area, the home location is the link between the commuter and the area of interest. Consequently, trip purpose categories are defined as:

- Home to work and work to home (home-based work, HB-W) trips
- Home to school and school to home (home-based school, HB-S) trip
- All other home-based (home-based discretionary, HB-D) trips
- All trips where neither trip end is the home (non-home-based, N-HB)

The magnitude of the trips made to an area gives an indication of the attraction of land use in the area. The destination purposes are defined as:

- Work
- School
- Home bound
- Other or discretionary trips such as shopping, entertainment, etc.

Mode of Travel

The travel mode categories are:

- Automobile driver
- Automobile passenger
- Local transit
- GO Train
- Walk and Bicycle
- Other, which includes motorcycle, taxi, school bus and other modes

If a trip uses more than one mode category public transit is given preference. In cases where both GO Train and local transit were used, GO Train is the dominant classification.

The 2006, 2001 and 1996 data include all bicycle trips whereas only bicycle trips for work or school were collected in 1986. In general, only walk trips to and from work or school are included.

Trips Made by Residents of an Area

In addition to the travel information by trip purpose and travel mode, the summary tables also include statistics on the percentage of internal trips and median trip lengths.

The percentage of trips made entirely within an area by residents of the same area is a measure of the degree of self-containment for the area of interest. The percentages are calculated for the 24-hour period and a 3-hour morning peak period.

Median trip lengths are calculated as the trip distance of which 50 percent of the trips are longer and 50 percent are shorter. Trip length is measured as the straight line distance between origin and destination points. Trips with origin or destination outside the GTHA are not included because the coordinates outside the GTHA were approximations in 1986. The figures presented are by travel modes for the 24-hour period.

ORIGIN-DESTINATION TRIP MATRICES

Two kinds of origin-destination trip matrices are presented in this section. Both include all travel modes and cover the 24-hour period and a 3-hour peak period. The first type is the origin-destination matrix which presents all trip purposes and includes all trip records in the database.

The second type is the home to work trip matrix which presents the first work trip for each person. The destination is the actual destination of the work trip, however, the trip origin, as recorded in the survey, is replaced by the home location of the commuter. This definition differs from the Place-Of-Work (POW) information from Statistics Canada in that the Census data uses home to work linkages, not trips.

The trip matrices are presented separately for each survey year and are summarized by municipalities and by region. Trips made to or from areas external to the GTHA are not included in

the tables. Therefore, these totals and subtotals are less than those presented in the summary pages for each area.

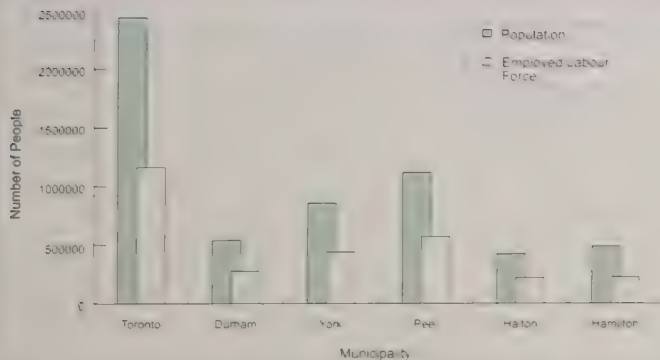
Values have been rounded as described in the above overview.

AREA SUMMARIES

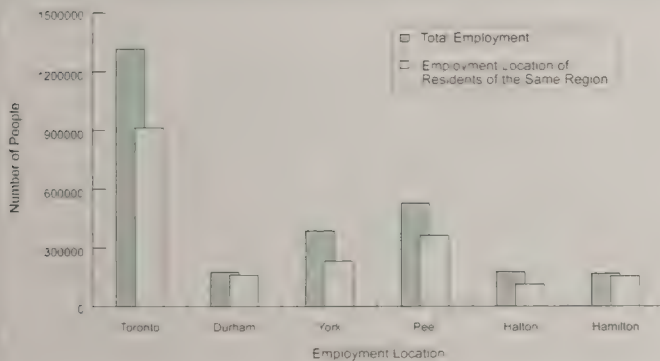
GREATER TORONTO AND HAMILTON AREA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin %
Destination %
Municipality

Origin % Distribution of work trip origins
Total: 2,194,200

Destination % Distribution of work trip destinations
Total: 2,195,900



GREATER TORONTO AND HAMILTON AREA

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS 4,161,111

TOTAL POPULATION: 5,871,000

4,389,710

4,925,417

4,812,000

Dwelling Type	House	Townhouse		Apartment	
	63%		8%		29%
	61%		5%		34%
	60%		6%		34%
	66%		n/a		34%
Household Size (persons)	1	2	3	4	5+
	21%	32%	18%	18%	11%
	21%	30%	18%	19%	11%
	22%	30%	18%	19%	11%
	19%	31%	19%	20%	11%
No. of Available Vehicles	0	1	2	3	4+
	18%	40%	35%	7%	2%
	18%	40%	34%	7%	2%
	17%	42%	33%	6%	2%
	15%	43%	33%	7%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.4	1.7	1.4	5.7
	2.7	1.5	1.7	1.4	5.8
	2.7	1.4	1.7	1.4	5.6
	2.8	1.5	1.7	1.4	6.0

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	2,831,500	69%	43%	6%	5%	24%	
	2,517,200	69%	47%	6%	3%	24%	
	2,409,700	68%	46%	6%	3%	25%	
	1,996,000	70%	56%	5%	1%	22%	
Female	3,040,400	59%	32%	10%	3%	22%	
	2,749,000	59%	34%	11%	2%	23%	
	2,516,700	56%	32%	11%	2%	24%	
	2,067,000	55%	36%	11%	2%	21%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	39.4	13%	7%	11%	29%	24%	15%
	35.7	14%	7%	12%	34%	20%	12%
	33.9	15%	6%	13%	36%	18%	11%
	31.3	14%	7%	17%	34%	18%	9%
Daily trips/Person (age 11+):		2.4			Daily work trps/Worker		0.77
		2.5					0.79
		2.4					0.80
		2.4					0.77

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF GTA

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	2,901,200	23.7%	48%	22%	20%	10%	58%	13%	14%	2%	9%	4%
	2,684,700	23.3%	52%	22%	17%	9%	59%	12%	14%	2%	9%	4%
	2,330,800	23.1%	54%	23%	15%	8%	57%	12%	15%	2%	10%	4%
	1,927,900	23.5%	64%	19%	12%	6%	57%	10%	21%	1%	9%	3%
24 hours	12,244,700		32%	12%	40%	16%	63%	16%	12%	1%	6%	2%
	11,515,300		33%	12%	39%	15%	64%	16%	11%	1%	6%	2%
	10,105,400		34%	13%	38%	15%	62%	16%	12%	1%	7%	2%
	8,213,000		38%	13%	35%	14%	60%	14%	16%	1%	7%	2%
Percentage of trips made within district:	6-9 a.m. =	99%	24 hours =	98%	Median Trip Length (km):	5.6	4.1	6.3	30.2			
		99%		98%		5.8	4.2	6.1	30.4			
		99%		98%		5.7	4.1	5.8	29.2			
		98%		98%		5.7	4.6	5.9	27.9			

TRIPS TO GTA

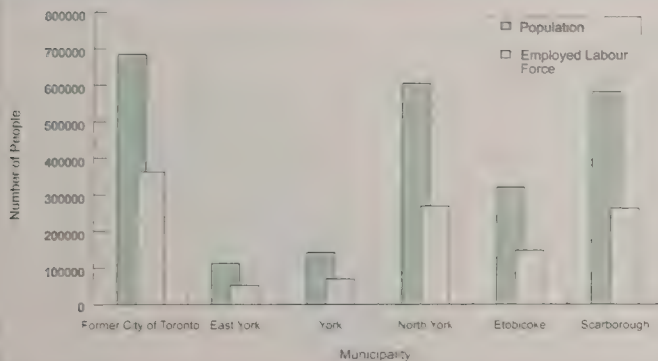
Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	2,865,000	23.6%	53%	23%	6%	19%	58%	13%	14%	2%	9%	4%
	2,652,500	23.3%	56%	22%	5%	17%	59%	12%	14%	2%	9%	4%
	2,303,500	23.0%	58%	24%	4%	15%	57%	12%	15%	2%	10%	4%
	1,859,400	23.4%	68%	19%	3%	11%	56%	10%	21%	1%	9%	3%
24 hours	12,118,800		18%	6%	43%	33%	62%	16%	12%	1%	6%	2%
	11,386,100		19%	6%	43%	32%	64%	16%	11%	1%	6%	2%
	10,007,800		19%	7%	43%	31%	62%	16%	12%	1%	7%	2%
	8,115,700		21%	7%	43%	29%	60%	14%	16%	1%	7%	2%



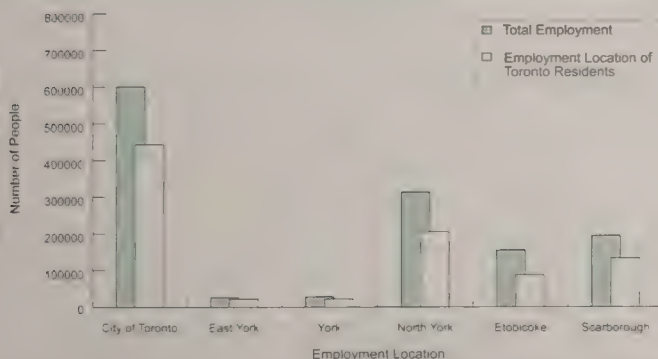
CITY OF TORONTO - FORMER METROPOLITAN TORONTO

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

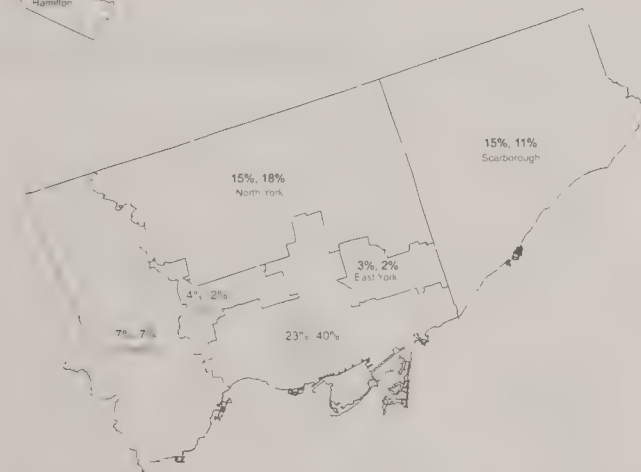
DISTRIBUTION IN GTHA

Origin %
Destination %
Municipality



Origin % Distribution of work trips destined for the City of Toronto
Total 1,077,800

Destination % Distribution of work trips made by City of Toronto residents
Total 894,400



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:

979,300
445,300
909,500
820,800

Dwelling Type	House	Townhouse	Apartment
	50%	6%	44%
	46%	3%	50%
	45%	4%	47%
	56%	n/a	44%

Household Size (persons)	1	2	3	4	5+
	27%	33%	18%	15%	8%
	27%	31%	18%	15%	9%
	27%	31%	17%	15%	10%
	24%	32%	18%	16%	10%

No. of Available Vehicles	0	1	2	3	4+
	26%	47%	22%	4%	1%
	26%	47%	23%	4%	1%
	26%	47%	22%	4%	1%
	21%	47%	25%	5%	2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.7	1.5	1.1	4.9
	2.5	1.4	1.5	1.1	5.1
	2.5	1.3	1.5	1.1	5.0
	2.6	1.5	1.6	1.2	5.3

TOTAL POPULATION:

2,445,900
2,368,700
2,305,600
2,135,900

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	1,161,900	67%	41%	6%	5%	23%	
	1,147,000	68%	46%	6%	3%	23%	
	1,113,400	67%	44%	6%	3%	24%	
	1,043,100	70%	57%	5%	1%	21%	
Female	1,284,000	53%	31%	9%	3%	21%	
	1,221,700	53%	34%	10%	2%	22%	
	1,192,200	51%	32%	9%	2%	23%	
	1,091,900	51%	40%	9%	2%	19%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	40.4	12%	6%	11%	30%	23%	18%
	35.8	13%	6%	13%	35%	20%	14%
	34.4	13%	6%	13%	37%	18%	13%
	32.1	12%	6%	18%	34%	19%	10%
Daily trips/Person (age 11+)			Daily work trips/Worker				
			2.3				0.80
			2.3				0.80
			2.2				0.78



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF TORONTO

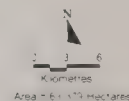
Trip Purpose Category							Mode of Travel						
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other	
6 - 9 a.m.	1,115,700	23.3%	51%	21%	19%	9%	48%	12%	27%	1%	11%	1%	
		21.3%	56%	21%	16%	8%	49%	11%	26%	1%	11%	1%	
		22.9%	56%	23%	14%	7%	48%	12%	27%	1%	11%	1%	
		24.4%	67%	18%	10%	5%	49%	9%	32%	1%	9%	1%	
24 hours	4,786,200	33%	12%	39%	15%	53%	15%	23%	0%	8%	2%		
		36%	12%	38%	14%	54%	14%	22%	0%	8%	1%		
		35%	13%	37%	15%	53%	15%	22%	0%	8%	1%		
		41%	13%	33%	14%	53%	13%	25%	0%	7%	1%		
Percentage of trips made within district			6-9 a.m. =		86%	24 hours =		86%	Median Trip Length (km):	5.1	4.1	6.2	18.9
					85%			85%		5.4	4.2	6.1	18.7
					86%			86%		5.5	4.3	5.8	17.9
					88%			88%		5.7	4.7	6.0	18.3

TRIPS TO CITY OF TORONTO

Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passing	Mode of Travel			
			Work	School	Home	Other			Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	1,311,100	58%	58%	21%	4%	17%	48%	11%	25%	5%	9%	1%
		25.4%	61%	21%	3%	15%	50%	11%	24%	4%	10%	1%
		24.0%	62%	22%	3%	13%	49%	11%	25%	3%	10%	1%
		25.9%	71%	18%	2%	10%	49%	9%	31%	2%	8%	1%
24 hours	5,121,400	28%	21%	71%	4%	3%	53%	14%	22%	0%	8%	1%
		28%	21%	71%	4%	3%	53%	14%	22%	0%	8%	1%
		28%	21%	71%	4%	3%	53%	14%	22%	0%	8%	1%
		28%	21%	71%	4%	3%	53%	14%	22%	0%	8%	1%

LEGEND

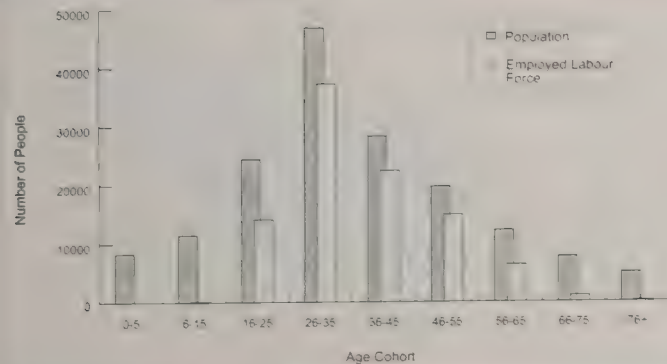
Source: TTC



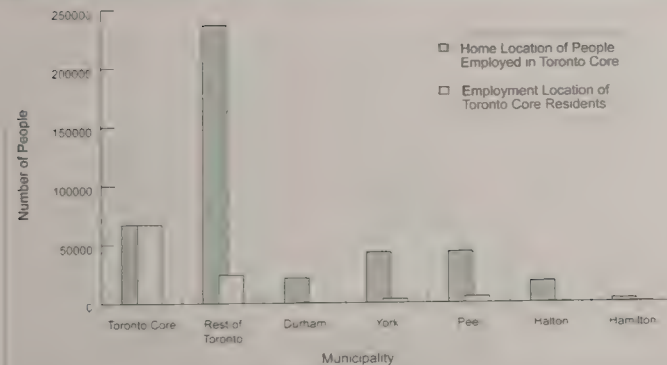
CITY OF TORONTO - PLANNING DISTRICT 1

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



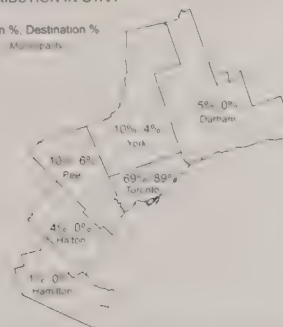
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

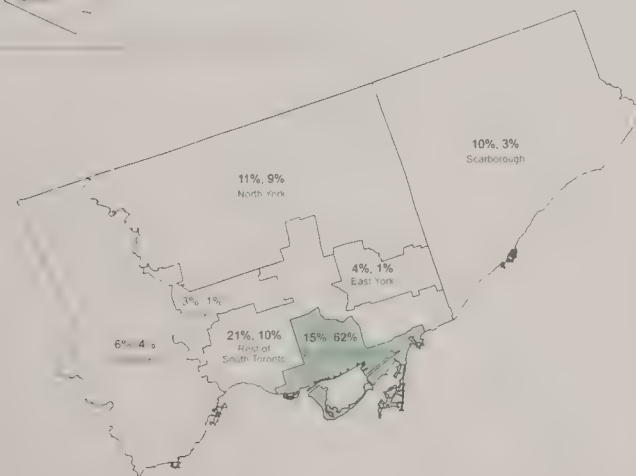


Origin %: Distribution of work trips destined for Planning District 1
Total 376,100

Destination %: Distribution of work trips made by Planning District 1 residents
Total 78,000

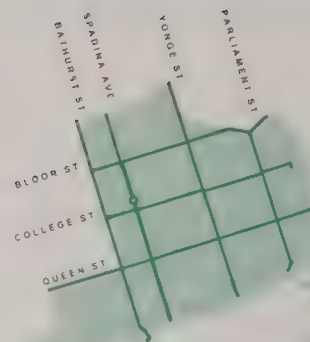
DISTRIBUTION IN THE CITY OF TORONTO

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					TOTAL POPULATION:									
100 600					167 800									
65% (1996)					164% (1996)									
75% (2001)					142% (2001)									
54% (2006)					122% (2006)									
Dwelling Type	House	Townhouse		Apartment	Employment Status									
	13%	7%		79%	Male	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student			
	14%	4%		82%		92 200	69%	47%	7%	7%	19%			
	17%	5%		79%		81 800	69%	51%	7%	5%	22%			
	24%	n/a		76%		74 500	68%	49%	8%	4%	23%			
Household Size (persons)	1	2	3	4	5+	67 200	69%	63%	6%	2%	16%			
	44%	37%	10%	8%	3%	Female	95 600	56%	37%	8%	5%	22%		
	45%	35%	12%	6%	3%		62 400	56%	40%	11%	3%	23%		
	47%	33%	10%	6%	3%		72 100	51%	39%	10%	2%	26%		
46%	33%	11%	6%	4%	59 800		51%	48%	9%	3%	18%			
No. of Available Vehicles	0	1	2	3	4+	Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	51%	42%	7%	1%	0%		38.0	8%	3%	11%	40%	22%	14%	
	51%	41%	7%	1%	0%		33.0	9%	3%	15%	46%	18%	9%	
	52%	40%	7%	1%	0%		32.4	9%	3%	15%	47%	15%	9%	
	47%	43%	9%	1%	0%		30.7	8%	3%	20%	45%	15%	8%	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Daily trips/Person (age 11+):					Daily work trips/Worker:			0.75
	1.9	1.2	1.2	0.6	3.4	2.0					0.75			0.75
	1.9	1.2	1.2	0.6	3.6	2.1					0.77			0.77
	1.9	1.1	1.1	0.6	3.6	2.1					0.80			0.80
	1.9	1.2	1.1	0.7	3.8	2.1								



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF PD 1

Trip Purpose Category							Mode of Travel								
Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other			
6 - 9 a.m.	76 400	22.4%	67%	17%	11%	5%	27%	5%	37%	0%	29%	2%			
	68 300	22.0%	69%	17%	9%	5%	27%	5%	36%	0%	30%	2%			
	62 200	21.7%	68%	20%	8%	4%	27%	5%	37%	0%	29%	2%			
	54 300	23.0%	74%	15%	8%	3%	29%	4%	41%	0%	24%	2%			
24 hours	340 200		43%	12%	32%	13%	29%	8%	34%	0%	26%	4%			
	110 600		44%	13%	30%	13%	30%	8%	32%	0%	26%	3%			
	205 800		42%	14%	29%	15%	30%	9%	32%	0%	26%	4%			
	236 100		47%	11%	28%	14%	34%	8%	36%	0%	19%	3%			
Percentage of trips made within district:							6-9 a.m. =	58%	24 hours =	57%	Median Trip Length (km):	5.2	3.0	2.9	29.2
								57%		55%		5.0	1.6	3.0	38.4
								56%		56%		5.0	2.9	2.9	25.9
								55%		55%		4.1	3.2	2.7	31.2

TRIPS TO PD 1

			Destination Purpose				Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	353,000	41.8%	80%	11%	1%	8%	26%	5%	43%	17%	8%	1%
	343,700	42.2%	83%	9%	0%	8%	29%	6%	41%	16%	8%	1%
	316,800	40.7%	82%	10%	0%	8%	32%	7%	41%	12%	7%	1%
	316,400	44.4%	85%	9%	0%	6%	29%	7%	51%	8%	5%	1%
24 hours	845,500		44%	9%	18%	29%	30%	7%	39%	8%	13%	2%
	814,400		46%	8%	17%	29%	34%	8%	37%	7%	12%	2%
	779,300		45%	8%	16%	32%	34%	9%	37%	5%	13%	2%
	712,000		48%	7%	14%	30%	35%	9%	44%	4%	7%	2%

PLANNING DISTRICT 1

LEGEND

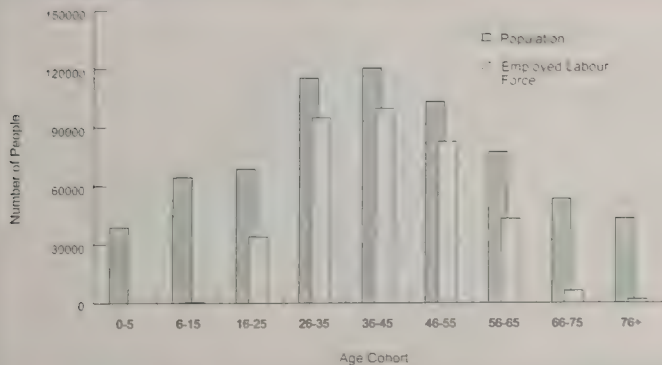
20% TTS



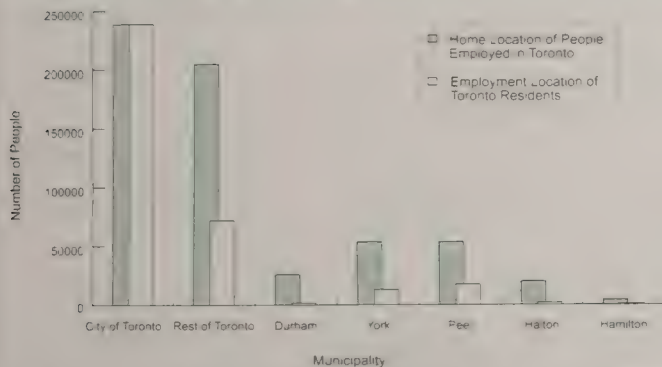
CITY OF TORONTO - FORMER CITY OF TORONTO

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin %
Destination %
Municipality

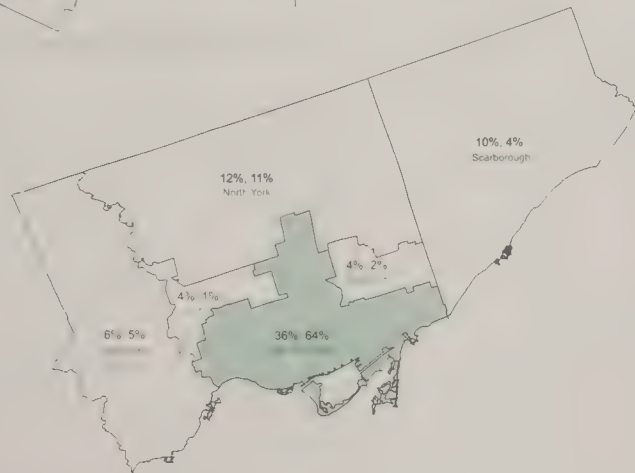


Origin % Distribution of work trips destined for Former City of Toronto
Total: 500,500

Destination % Distribution of work trips made by Former City of Toronto residents
Total: 271,100

DISTRIBUTION IN THE CITY OF TORONTO

Origin %
Destination %
Municipality



CITY OF TORONTO - FORMER CITY OF TORONTO

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 316,300

Dwelling Type	House	Townhouse		Apartment	
	43%		5%		52%
	42%		3%		56%
	45%		3%		52%
	49%		n/a		51%
Household Size (persons)	1	2	3	4	5+
	36%	34%	14%	11%	5%
	37%	33%	10%	5%	5%
	36%	32%	13%	10%	6%
	35%	32%	14%	11%	8%
No. of Available Vehicles	0	1	2	3	4+
	36%	45%	15%	2%	0%
	37%	46%	15%	2%	0%
	38%	45%	14%	2%	0%
	34%	47%	15%	2%	1%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.2	1.3	1.3	0.8	4.2
	2.2	1.3	1.3	0.8	4.4
	2.2	1.3	1.3	0.8	4.4
	2.2	1.4	1.3	0.9	4.5

TOTAL POPULATION: 685,300

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	323,900	67%	45%	6%	7%	20%	
	319,100	68%	50%	6%	5%	21%	
	309,000	66%	48%	7%	4%	22%	
	285,600	68%	59%	5%	1%	18%	
Female	361,400	54%	34%	9%	5%	20%	
	337,500	55%	39%	10%	4%	21%	
	24,500	51%	38%	9%	3%	23%	
	300,300	48%	44%	9%	2%	17%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.7	10%	5%	10%	34%	24%	18%
	34.6	11%	5%	13%	41%	16%	11%
	33.7	11%	5%	13%	43%	17%	11%
	31.5	11%	4%	18%	40%	16%	10%
Daily trips/Person (age 11+):		2.2		Daily work trips/Worker:		0.75	
		2.3				0.79	
		2.3				0.80	
		2.1				0.78	

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TORONTO

Time Period	Trips	% of 24 hr	Trip Purpose Category				Mode of Travel				
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle
6-9 a.m.	299,600	22.5%	56%	19%	15%	7%	38%	8%	35%	1%	1%
	249,300	22.5%	63%	18%	13%	6%	39%	8%	34%	1%	1%
	283,300	22.3%	63%	20%	11%	5%	38%	9%	35%	1%	1%
	285,500	24.3%	71%	16%	9%	4%	37%	7%	42%	0%	1%
24 hours	1,332,300	37%	11%	37%	15%		42%	11%	30%	1%	1%
	1,328,400	39%	11%	35%	15%		44%	11%	29%	1%	1%
	1,271,900	39%	12%	33%	16%		43%	12%	29%	1%	1%
	1,095,000	45%	12%	30%	14%		42%	10%	36%	0%	2%
Percentage of trips made within district	6-9 a.m. = 51%	24 hours = 26%					Median Trip Length (km):	4.4	4.1	4.5	21.9
								4.9	4.1	4.5	21.9
								5.0	3.8	4.5	25.9
								5.1	4.2	4.5	21.9

TRIPS TO TORONTO

Time Period	Trips	% of 24 hr	Destination Purpose				Mode of Travel				
			Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle
6-9 a.m.	523,300	30.5%	89%	17%	2%	12%	31%	7%	38%	12%	1%
	511,000	30.2%	72%	15%	2%	11%	34%	8%	37%	11%	1%
	472,300	29.2%	72%	17%	1%	10%	35%	8%	37%	8%	1%
	467,100	32.1%	78%	14%	1%	7%	34%	7%	46%	6%	1%
24 hours	1,713,900	29%	1%	1%	1%		31%	7%	38%	12%	1%
	1,711,000	29%	1%	1%	1%		31%	7%	38%	12%	1%
	1,711,000	29%	1%	1%	1%		31%	7%	38%	12%	1%
	1,711,000	29%	1%	1%	1%		31%	7%	38%	12%	1%



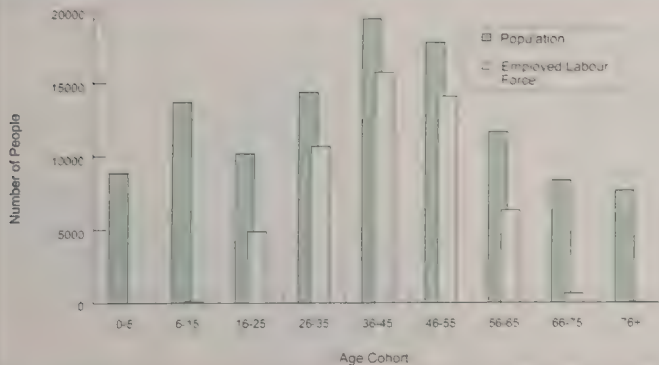
LEGEND

2006 TTS
2001 TTS
1996 TTS
1986 TTS

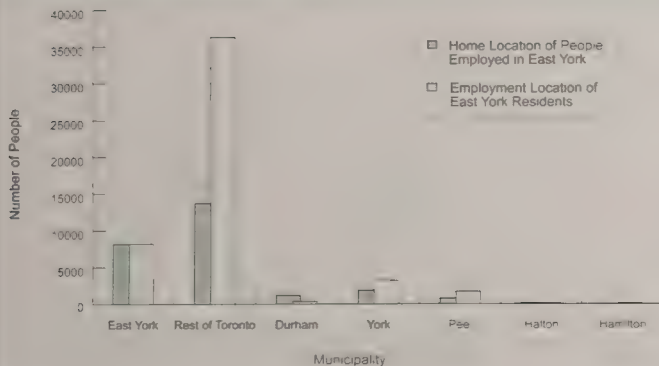

CITY OF TORONTO - FORMER BOROUGH OF EAST YORK

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



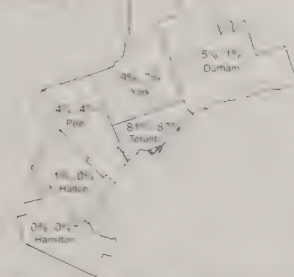
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

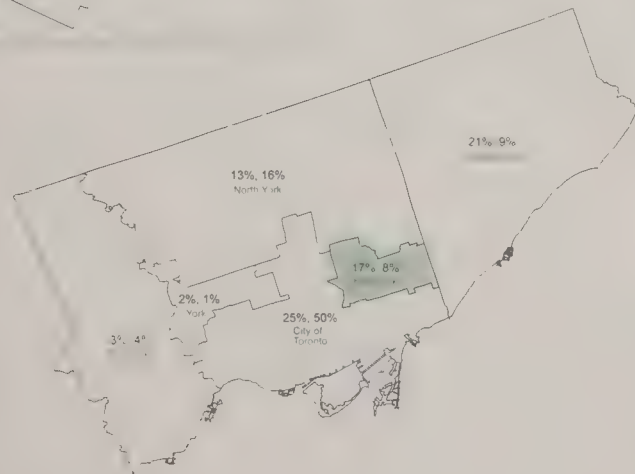


Origin % Distribution of work trips destined for East York
Total 18,400

Destination % Distribution of work trips made by East York residents
Total 40,000

DISTRIBUTION IN THE CITY OF TORONTO

Origin % Destination %
Municipality



CITY OF TORONTO - FORMER BOROUGH OF EAST YORK

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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 45,517

Dwelling Type	House	Townhouse	Apartment		
	1	2	3	4	5+
Household Size (persons)	2.1	2.0	1.8	1.6	1.4
No. of Available Vehicles	0	1	2	3	4+
	28	49	20	2%	0
				2	10
Household Averages	Persons	Workers	Drivers	Vehicles	Trps/Day
	2.1	1.2	1.4	1	4.8
					4.7
					4.5
					4.6

TOTAL POPULATION: 112,000

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	53,400	64%	41%	8%	5%		2%
	51,800	68%	48%	6%	3%		
	50,900	66%	45%	6%	2%		
	48,700	71%	57%	5%	1%		
Female	58,600	50%	31%	9%	3%		2%
	49,500	50%	33%	9%	2%		
	45,100	46%	33%	10%	1%		
	54,100	49%	41%	9%	2%		
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.7	15%	8%	9%	30%	24%	14%
	36.4	14%	5%	10%	38%	19%	
	34.7	15%	4%	10%	39%	17%	
	34.5	11%	5%	15%	35%	19%	
Daily Trps/Person (age 11+):		2.3		Daily work trps/Worker			



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF EAST YORK

Tnp Purpose Category							Mode of Travel						
Time Period	Trtps	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other	
6 - 9 a.m.	49,900	22.8%	52%	20%	18%	9%	46%	10%	32%	0%	10%	2%	
	50,100	22.5%	58%	19%	14%	8%	48%	10%	30%	0%	10%		
	45,600	22.3%	58%	19%	14%	7%	47%	10%	32%	0%	11%		
	47,900	24.2%	70%	14%	10%	5%	46%	7%	39%	0%	8%		
24 hours	219,100		32%	11%	41%	16%	52%	13%	26%	0%	8%		
	223,100		36%	10%	38%	15%	54%	13%	25%	0%	7%		
	204,400		36%	11%	37%	16%	52%	13%	27%	0%	7%		
	198,100		42%	11%	35%	13%	50%	12%	31%	0%	6%		
Percentage of trtps made within district							6-9 a.m.	=	20%	24 hours	=	21%	
									19%		19%		
									20%		20%		
									17%		19%		
									15%		17%		
							Median Tnp Length (km):	4.2	3.4	5.9	10.7		
								5.0	4.1	6.0	41.2		
								5.0	4.2	5.8	25.2		
								4.6	3.7	6.1	8.5		

TRIPS TO EAST YORK

			Destination Purpose				Mode of Travel					
Time Period	Trnps	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	27,300	15.7%	44%	25%	8%	24%	52%	12%	20%	0%	14%	2%
	26,900	16.2%	44%	31%	7%	18%	50%	12%	19%	0%	17%	
	24,500	16.0%	49%	28%	6%	18%	50%	13%	21%	0%	15%	
	24,400	16.6%	64%	20%	4%	12%	56%	10%	22%	0%	12%	
24 hours	174,200		11%	4%	53%	32%	55%	14%	22%	0%	8%	
	166,500		11%	6%	57%	27%	55%	14%	21%	0%	8%	
	153,800		11%	5%	56%	28%	54%	14%	23%	0%	8%	
	147,500		14%	5%	58%	22%	52%	13%	26%	0%	7%	

LEGEND

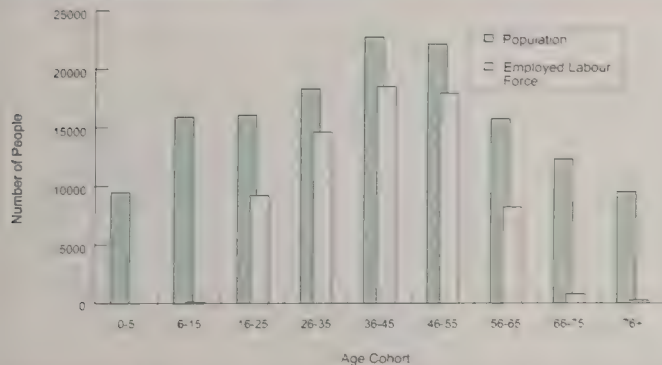
Scale 1:75



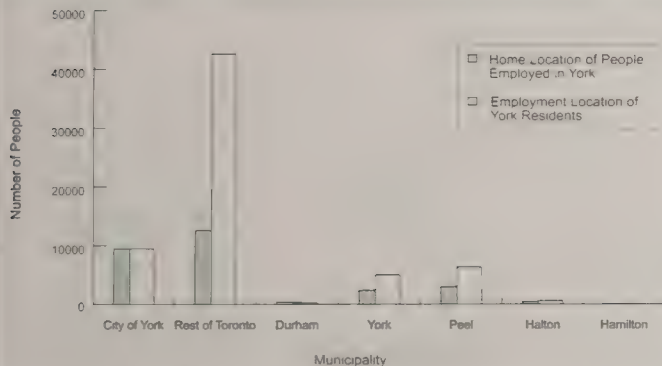
CITY OF TORONTO - FORMER CITY OF YORK

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

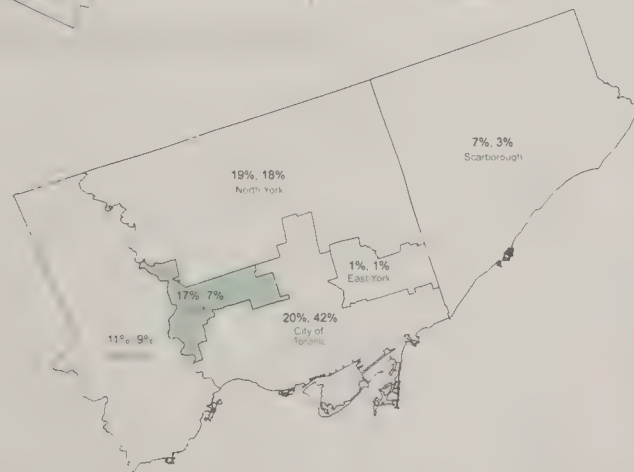


Origin % Distribution of work trips destined for City of York
Total 20,100

Destination % Distribution of work trips made by City of York residents
Total 53,700

DISTRIBUTION IN THE CITY OF TORONTO

Origin % Destination %
Municipality



CITY OF TORONTO - FORMER CITY OF YORK

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
	57,400				
	±7,000				
	5% 100				
	53,100				
Dwelling Type	House	Townhouse	Apartment		
	56%	2%	42%		
	49%	1%	50%		
	51%	2%	47%		
	57%	n/a	43%		
Household Size (persons)	1	2	3	4	5+
	29%	30%	18%	15%	8%
	28%	31%	17%	16%	8%
	29%	29%	18%	16%	8%
	26%	32%	18%	15%	9%
No. of Available Vehicles	0	1	2	3	4+
	30%	46%	20%	3%	1%
	30%	47%	20%	3%	1%
	30%	49%	17%	2%	1%
	24%	50%	22%	3%	1%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.4	1.4	1.0	4.6
	2.5	1.3	1.4	1.0	4.6
	2.5	1.2	1.3	0.9	4.6
	2.5	1.4	1.4	1.1	4.7

TOTAL POPULATION:		142,300					
		141,800					
		145,200					
		134,600					
Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	66,300	65%	42%	6%	5%	21%	
	68,800	65%	47%	6%	3%	22%	
	70,400	62%	41%	6%	3%	23%	
	65,200	68%	57%	4%	1%	20%	
Female	76,000	47%	33%	10%	3%	20%	
	73,100	47%	34%	11%	2%	22%	
	75,700	42%	32%	10%	1%	22%	
	72,200	42%	32%	10%	1%	22%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	40.7	12%	5%	11%	2%	1%	1%
	40.7	12%	5%	11%	2%	1%	1%
	40.7	12%	5%	11%	2%	1%	1%
	40.7	12%	5%	11%	2%	1%	1%
Daily Trips Person age 11+						Daily work trips/Worker	
	4.7	1.2	0.5	1.1	2.5	1.4	1.1



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF YORK

Time Period	Trip Purpose Category						Mode of Travel					
	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	63,800	24.1%	54%	20%	16%	10%	46%	12%	33%	0%	8%	2%
	66,300	24.4%	56%	21%	15%	8%	47%	11%	31%	0%	9%	1%
	62,900	23.7%	58%	23%	13%	7%	44%	10%	35%	0%	10%	1%
	61,800	25.9%	67%	18%	11%	5%	45%	9%	37%	0%	8%	1%
24 hours	285,200	36%	12%	37%	16%	10%	49%	13%	29%	0%	8%	2%
	271,300	38%	12%	36%	14%	8%	50%	14%	28%	0%	6%	1%
	265,900	37%	13%	35%	15%	13%	49%	13%	30%	0%	6%	1%
	238,300	43%	13%	32%	12%	12%	49%	12%	31%	0%	6%	1%
Percentage of trips made within district	6-9 a.m. =	18%	24 hours =	17%	Median Trip Length (km):	5.4	4.0	5.7	12.3	12.0	12.5	12.4
		19%		17%		5.6	4.4	5.6	12.0	12.0	12.5	12.4
		18%		17%		5.9	4.8	5.5	12.4	12.4	12.5	12.4

TRIPS TO YORK

TRIPS TO YORK		Destination Purpose					Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	33,800	17.5%	41%	30%	7%	23%	50%	13%	21%	0%	13%	3%
	37,100	19.0%	40%	36%	7%	17%	48%	11%	22%	0%	16%	3%
	34,000	18.0%	47%	33%	5%	14%	47%	11%	24%	0%	17%	2%
	34,600	19.5%	59%	25%	4%	12%	52%	9%	24%	0%	14%	1%
24 hours	194,000		10%	5%	57%	27%	52%	14%	25%	0%	7%	2%
	194,900		11%	7%	60%	22%	51%	14%	25%	0%	8%	2%
	189,000		11%	60%	7%	22%	50%	14%	26%	0%	8%	1%
	177,400		15%	7%	59%	20%	51%	13%	27%	0%	8%	1%

LEGEND

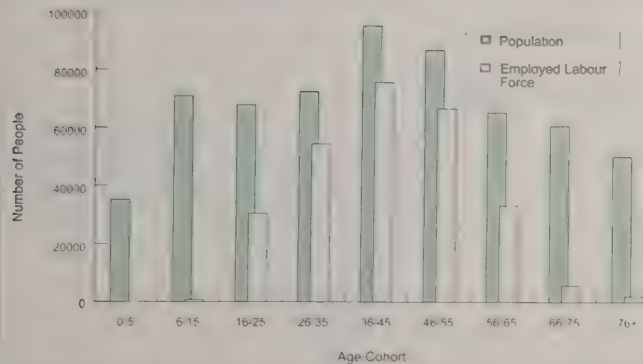
2,300 TTS
2,001 TTS
1,699 TTS
1,585 TTS



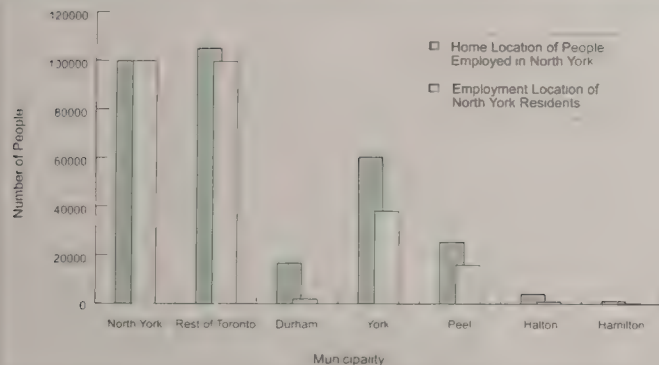
CITY OF TORONTO - FORMER CITY OF NORTH YORK

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



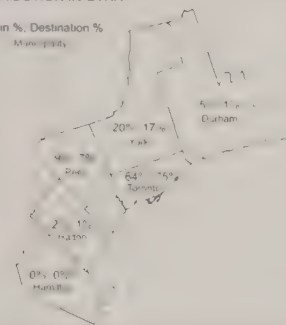
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

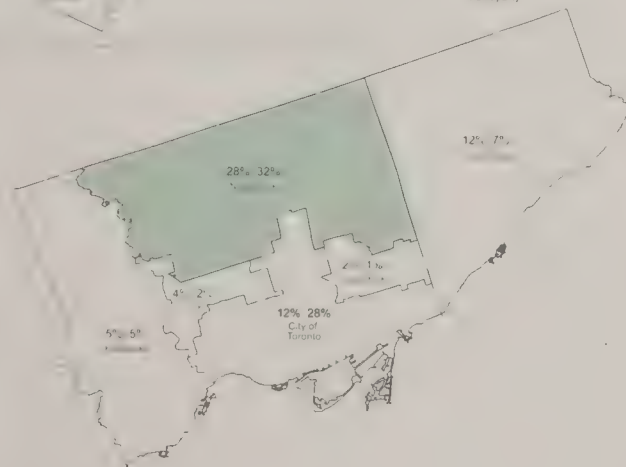


Origin % Distribution of work trips destined for North York
Total 254,600

Destination % Distribution of work trips made by North York residents
Total 208,300

DISTRIBUTION IN THE CITY OF TORONTO

Origin % Destination %
Municipality



CITY OF TORONTO - FORMER CITY OF NORTH YORK

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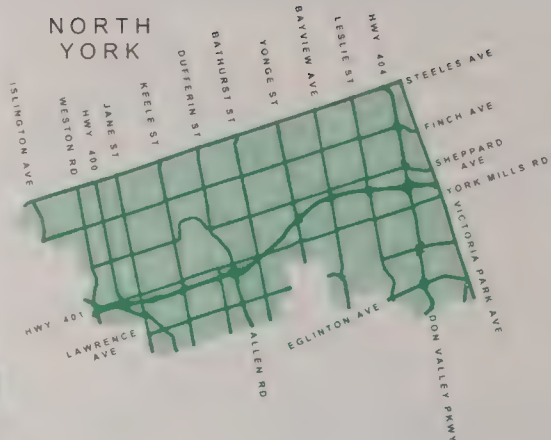
DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	231,000
	217,700
	211,300
	194,900

Dwelling Type	House	Townhouse		Apartment	
	47%		7%		46%
	14%		4%		53%
	53%		6%		49%
			n/a		47%
Household Size (persons)	1	2	3	4	5+
	22%	33%	20%	16%	9%
	22%	31%	21%	16%	10%
	21%	31%	20%	17%	11%
	19%	32%	19%	19%	11%
No. of Available Vehicles	0	1	2	3	4+
	19%	50%	26%	4%	1%
	19%	49%	26%	5%	1%
	20%	49%	26%	5%	1%
	15%	47%	29%	7%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6	1.3	1.6	1.2	5.1
	2.6	1.3	1.6	1.2	5.3
	2.7	1.3			
	2.7	1.5			

TOTAL POPULATION:	604,400
	575,300
	570,400
	535,000

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	286 300	68%	39%	6%	4%	23%	
	271 100	69%	43%	6%	3%	25%	
	273 300	68%	42%	6%	3%	25%	
	260 900	71%	55%	5%	1%		
Female	318 100	55%	29%	9%	3%	22%	
	298 000						
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	41.2	12%	6%	11%	28%	22%	20%
	36.5	13%	6%	13%	32%	19%	18%
	34.9	13%	6%	13%	33%	19%	14%
	32.3	12%	6%	19%	31%	21%	10%
Daily trips/Person (age 11+):		2.2					
Daily work trips/Worker							



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF NORTH YORK

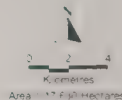
Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	282,700	23.8%	48%	22%	21%	9%	61%	14%	26%	0%	0%	1%
							12%	25%	0%			
24 hours	1,187,400		31%	13%	41%	15%	61%	16%	21%	0%	5%	1%
Percentage of trips made within district	6 - 9 a.m.	49%	24 hours	44%			4%	4%	4.3	1.4		
Median Trip Length (km)												

TRIPS TO NORTH YORK

Time Period	Trips	% of 24 hr	Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	340,100	26.3%	63%	33%	5%	16%	59%	14%	18%	0%	0%	1%
	321,200	25.7%				16%	61%	13%	18%	0%	0%	1%
	1,182,800					16%	61%	13%	18%	0%	0%	1%
	271,400					16%	61%	13%	18%	0%	0%	1%
24 hours	1,294,400		20%	8%	44%	13%	60%	16%	18%	0%	5%	1%
	1,256,400					13%	61%	15%	17%	0%	5%	1%
	1,182,800					13%	61%	16%	17%	0%	5%	1%
	1,069,200					13%	60%	13%	20%	0%	5%	1%

LEGEND

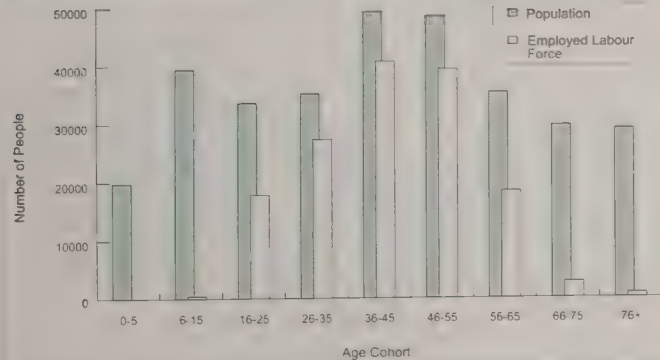
2 km / 1.25 miles



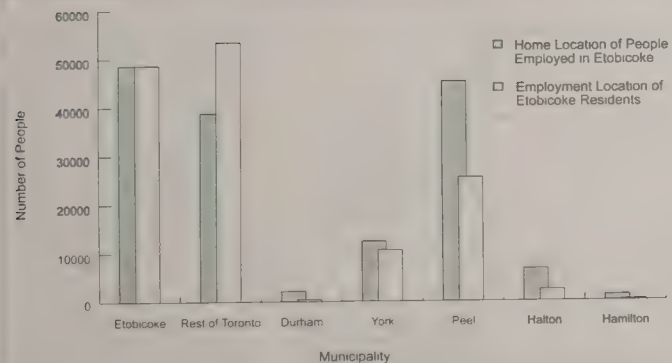
CITY OF TORONTO - FORMER CITY OF ETOBICOKE

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



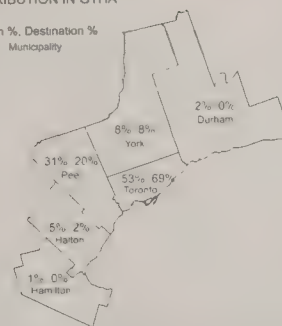
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

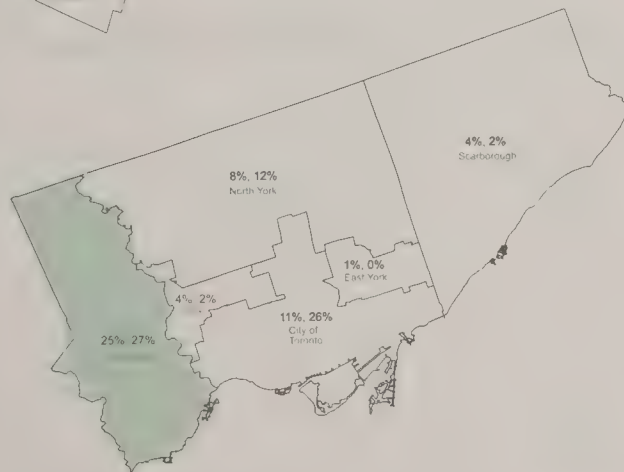


Origin % Distribution of work trips destined for Etobicoke
Total, 126,200

Destination % Distribution of work trips made by Etobicoke residents
Total, 113,700

DISTRIBUTION IN THE CITY OF TORONTO

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	125,400
	143,500
	125,500
	111,800

Dwelling Type	House	Townhouse	Apartment
	55%	8%	39%
	50%	3%	46%
	53%	n/a	44%
			39%

Household Size (persons)	1	2	3	4	5+
	25%	33%	17%	16%	9%
	23%	33%	17%	17%	10%
	15%	36%	20%	18%	10%

No. of Available Vehicles	0	1	2	3	4+
	16%	48%	28%	5%	1%
	15%	48%	30%	6%	1%
	15%	49%	30%	5%	2%
	11%	46%	33%	8%	3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6	1.3	1.6	1.3	5.2
	2.6	1.3	1.7	1.3	5.4
		1.3	1.6	1.3	5.3
		1.5	1.8	1.5	5.9

TOTAL POPULATION:	319,900
	324,500
	317,700
	304,600

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	152,500	89%	41%	46%	4%	22%
	151,800	70%	45%			
	152,800	70%	43%			
	150,700	74%	57%			
Female	167,400	56%	30%	9%	3%	21%
	166,700	50%	32%			
	164,900	54%	36%			
	153,800	57%	38%			

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	41.8	12%	8%	11%	26%	24%	20%
	37.8	13%	6%	12%	32%	20%	16%
	35.8	14%	6%	11%	33%	19%	15%
	34.4	11%	5%	17%			

Daily tps/Person (age 11+):	2.3	2.4	2.4	2.3			
Daily work tps/Worker:	0.8						

Employment Status



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF ETOBICOKE

Trip Purpose Category							Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	146,800	22.3%	50%	21%	19%	9%	56%	13%	19%	1%	8%	2%
	155,200	23.1%	54%	21%	17%	8%	57%	12%	19%	1%	9%	2%
	143,800	22.4%	54%	23%	16%	8%	57%	13%	20%	1%	8%	1%
	145,600	23.4%	66%	17%	11%	6%	59%	9%	23%	1%	7%	1%
24 hours	657,300		31%	12%	42%	16%	61%	16%	15%	1%	5%	2%
	671,500		34%	11%	41%	14%	63%	16%	14%	1%	5%	1%
	640,600		32%	12%	41%	15%	62%	16%	15%	1%	5%	
			38%	12%	37%	13%	62%	14%	16%	0%	5%	1%
Percentage of trips made within district:							6-9 a.m. = 45%	24 hours = 49%				
Median Trip Length (km):							5.6	4.4	9.7	14.2		
							5.8	4.4	9.7	13.9		
							5.6	4.3	8.6	14.6		
							6.2	5.0	9.6	14.5		

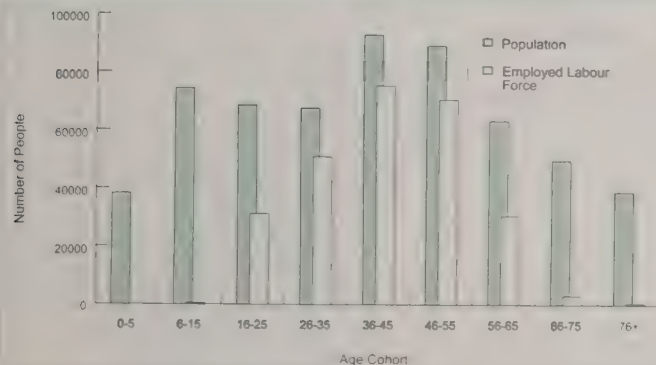
TRIPS TO ETOBICOKE

		Destination Purpose				Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	156,500	22.9%	53%	23%	5%	19%	64%	13%	13%	0%	8%
	158,400	21.1%	57%	22%	4%	17%	64%	13%	13%	0%	8%
	152,100	23.1%	59%	23%	4%	15%	64%	12%	14%	0%	8%
	147,500	24.0%	70%	17%	2%	11%	66%	10%	16%	0%	7%
24 hours	683,200	18%	6%	41%	35%	1%	65%	16%	13%	0%	5%
	686,100	19%	6%	42%	33%	1%	65%	16%	12%	0%	5%
	657,600	19%	7%	42%	32%	1%	65%	16%	13%	0%	5%
	613,700	22%	6%	44%	29%	1%	65%	14%	15%	0%	5%

CITY OF TORONTO - FORMER CITY OF SCARBOROUGH

2006 STATISTICS

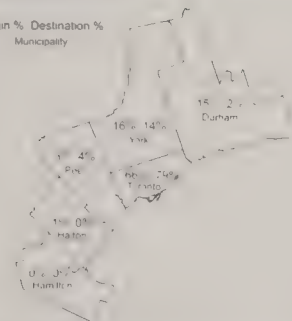
POPULATION AND EMPLOYED LABOUR FORCE



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

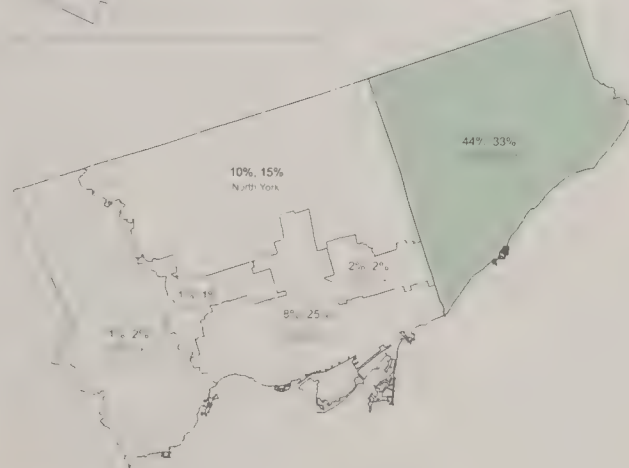


Origin % Distribution of work trips destined for
Scarborough
Total 157,900

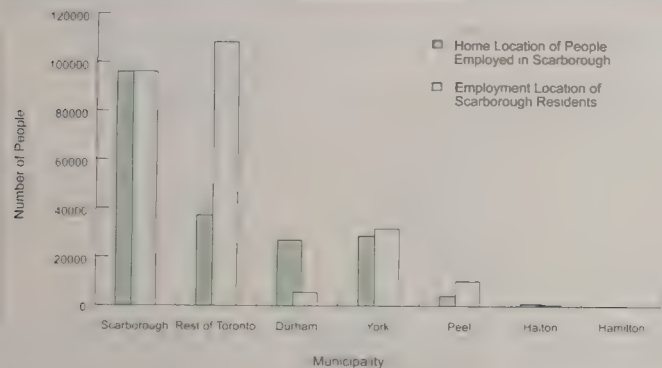
Destination % Distribution of work trips made by
Scarborough residents
Total 207,700

DISTRIBUTION IN THE CITY OF TORONTO

Origin % Destination %
Municipality



EMPLOYMENT



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:

203 600
194 400
164 500
161 700

Dwelling Type

House	Townhouse	Apartment
58%	8%	34%
65%	5%	40%
56%	7%	37%
68%	n/a	32%

Household Size (persons)

1	2	3	4	5+
18%	29%	20%	19%	13%
19%	28%	20%	20%	13%
18%	28%	19%	21%	13%
14%	30%	26%	22%	13%

No. of Available Vehicles

0	1	2	3	4+
18%	48%	28%	6%	1%
18%	47%	28%	6%	1%
18%	47%	29%	5%	1%
12%	44%	33%	8%	3%

Household Averages

Persons	Workers	Drivers	Vehicles	Trips/Day
2.9	1.4	1.7	1.3	5.5
2.9	1.4	1.7	1.3	5.7
2.9	1.4	1.7	1.3	5.6
2.9	1.6	1.8	1.4	6.3

TOTAL POPULATION:

582 500
557 200
631 100
471 600

	Population	Licenced Drivers	Employment Status				
			Full-Time	Part-Time	Work at Home	Student	
Male	279 500	66%	40%	6%			
	270 300	67%	44%	6%			
	256 800	67%	43%	6%			
	232 100	70%	56%	5%			
Female	302 500	51%	30%	10%			
	286 900	52%	33%	10%			
	274 300	51%	31%	9%			
	239 600	53%	39%	10%			
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.9	13%	7%	12%	27%		
	36.1	14%	6%	13%	32%		
	34.4	14%	6%	14%	34%		
	31.1	14%	7%	18%	33%		
Daily trips/Person (age 11+):		2.2					
		2.3					
Daily work trips/Worker							

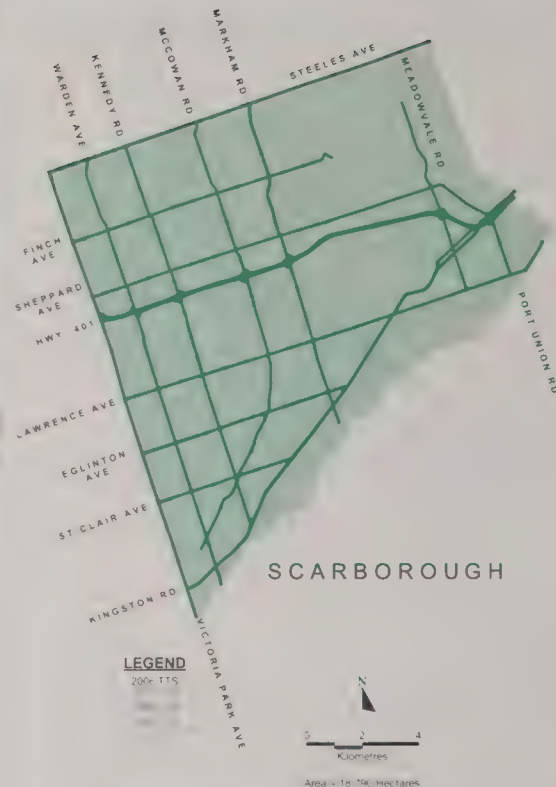
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF SCARBOROUGH

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Auto Driver	Auto Passing	Mode of Travel				Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB			Local Transit	GO Train				
6-9 a.m.	272,900	24.3%	48%	23%	20%	10%	51%	14%	23%	2%				
	252,200	24.2%	51%	23%	18%	9%	53%	14%	21%	2%				
	247,100	23.9%	51%	25%	15%	8%	51%	13%	23%	2%				
	236,100	24.8%	64%	19%	11%	6%	54%	10%	25%	2%				
24 hours	1,124,800		33%	13%	40%	14%	57%	17%	19%	1%				
	1,113,400		34%	13%	38%	14%	59%	17%	17%	1%				
	1,033,400		34%	14%	38%	14%	57%	17%	18%	1%				
	950,600		39%	13%	34%	14%	59%	14%	19%	1%				
Percentage of trips made within district			6-9 a.m. = 52%	24 hours = 54%			Median Trip Length (km):	5.6	4.4	9.6	20.4			
								3.7	4.4	9.0	19.2			
								5.0	4.7	9.5	19.2			
								6.0	4.9	9.5	19.5			

TRIPS TO SCARBOROUGH

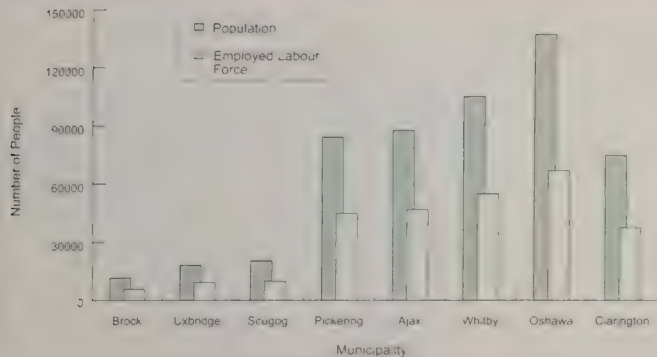
Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passing	Mode of Travel				Walk & Cycle	Other
			Work	School	Home	Other			Local Transit	GO Train				
6-9 a.m.	230,200	21.6%	46%	26%	7%	21%	58%	15%	15%	0%	10%	2%		
	223,000	21.2%	50%	26%	6%	18%	59%	14%	15%	0%	10%	2%		
	197,600	20.6%	49%	29%	4%	17%	56%	14%	16%	0%	11%	2%		
	174,600	20.4%	61%	24%	3%	12%	59%	10%	19%	0%	11%	2%		
24 hours	1,064,300		15%	7%	45%	33%	59%	17%	18%	1%	6%	1%		
	1,052,800		16%	7%	45%	32%	61%	15%	17%	1%	6%	1%		
	857,500		15%	7%	46%	31%	59%	17%	16%	1%	6%	1%		
	854,300		17%	7%	48%	28%	60%	14%	16%	1%	7%	1%		



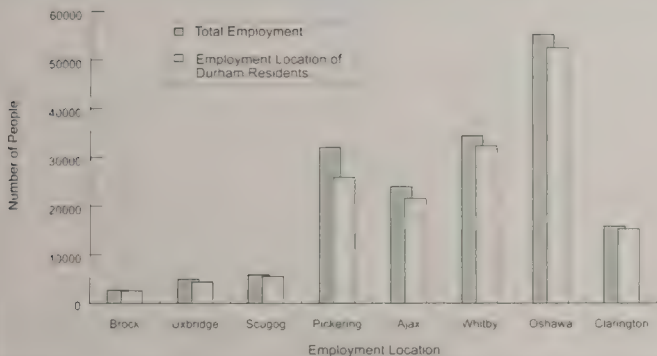
REGIONAL MUNICIPALITY OF DURHAM

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Durham Region
Total 128 600

Destination % Distribution of work trips made by Durham residents
Total 204 700

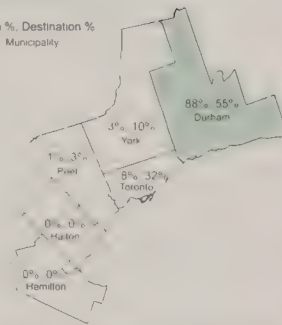
DISTRIBUTION IN DURHAM REGION

Origin % Destination %
Municipality



DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



TOTAL POPULATION:		539 500		492 200		450 400		317 900	
Employment Status									
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student			
Male	260 900	72%	45%	6%	5%	24%			
	243 200	69%	48%	5%	3%	25%			
	223 600	67%	47%	5%	2%	26%			
	157 600	69%	56%	4%	1%	23%			
Female	278 600	66%	32%	11%	3%	23%			
	249 000	65%	34%	11%	2%	24%			
	226 900	62%	31%	11%	2%	24%			
	160 000	59%	29%	12%	2%	24%			
Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
Age	39.8	13%	8%	11%	27%	28%	13%		
	36.0	16%	8%	11%	33%	21%	10%		
	32.8	19%	7%	11%	36%	17%	8%		
	29.8	18%	8%	15%	36%	15%	7%		
Daily trips/Person (age 11+):		2.6		2.7		2.8		2.6	
		2.7		2.8		2.9		2.7	
		2.8		2.9		3.0		2.8	
		2.9		3.0		3.1		2.9	
Daily work trips/Worker:		0.76		0.77		0.78		0.78	
		0.77		0.78		0.79		0.79	
		0.78		0.79		0.80		0.80	
		0.79		0.80		0.81		0.81	

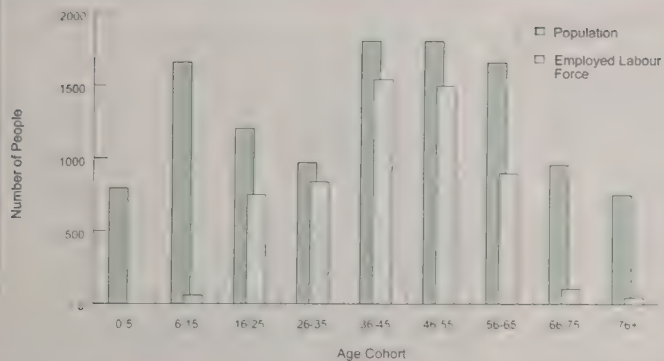
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	Go Train	Walk & Cycle	Other
6 - 9 a.m.	281,000	23.0%	48%	23%	21%	11%	66%	13%	4%	4%	8%	5%
	250,800	22.4%	45%	23%	18%	8%	65%	12%	3%	4%	9%	6%
	214,900	22.3%	51%	24%	16%	8%	65%	12%	4%	4%	10%	5%
	146,000	21.9%	59%	20%	14%	7%	65%	12%	5%	3%	9%	5%
24 hours	1,221,000	30%	12%	42%	16%	10%	70%	17%	3%	2%	5%	3%
	1,122,100	31%	11%	42%	16%	10%	71%	16%	2%	2%	5%	3%
	964,100	32%	12%	41%	15%	10%	71%	16%	3%	2%	6%	3%
	667,700	33%	12%	40%	15%	10%	69%	17%	3%	2%	6%	4%
Percentage of trips made within district:												
6-9 a.m. =		70%		24 hours =	75%		Median Trip Length (km):	5.7	4.7	4.6	38.2	
		69%			75%			5.7	4.7	4.6	37.8	
		72%			77%			5.7	4.6	4.8	36.6	
		72%			77%			5.2	4.6	4.8	36.6	

		Destination Purpose					Mode of Transport					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	214,700	19.7%	38%	29%	9%	23%	64%	15%	4%	0%	11%	6%
	158,600	18.7%	42%	31%	7%	21%	83%	13%	3%	0%	13%	7%
	160,700	18.7%	44%	33%	19%	3%	67%	13%	4%	0%	14%	7%
	116,600	19.1%	57%	24%	5%	14%	74%	13%	5%	0%	12%	7%
24 hours	1,088,800		12%	8%	47%	35%	60%	17%	3%	1%	6%	3%
	995,600		12%	6%	47%	35%	61%	17%	2%	1%	6%	3%
	857,600		13%	6%	47%	34%	70%	17%	3%	1%	6%	3%
	611,000		15%	6%	46%	32%	79%	17%	3%	1%	7%	4%

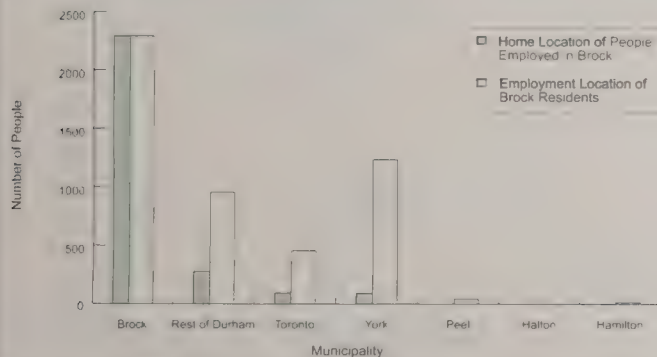
TOWNSHIP OF BROCK

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



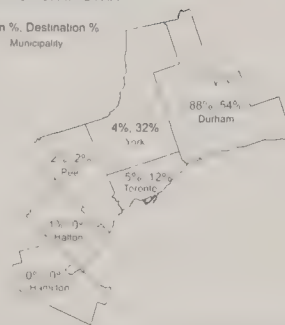
WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Brock
Total 1,400

Destination % Distribution of work trips made by Brock residents
Total 3,500

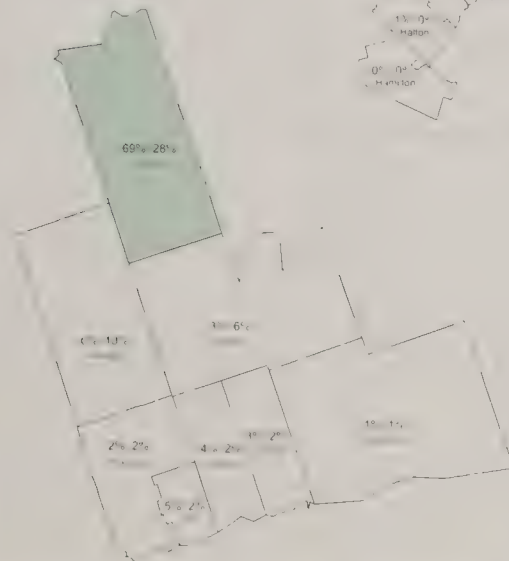
DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DISTRIBUTION IN DURHAM REGION

Origin % Destination %
Municipality



TOWNSHIP OF BROCK

REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
	4,400				
	4,400				
	4,200				
	1,400				
Dwelling Type	House	Townhouse	Apartment		
	88%	1%	11%		
	84%	3%	13%		
	96%	-	10%		
	61%	-	6%		
Household Size (persons)	1	2	3	4	5+
	20%	39%	15%	17%	10%
	22%	43%	13%	14%	8%
	19%	37%	11%	21%	12%
	16%	31%	17%	23%	13%
No of Available Vehicles	0	1	2	3	4+
	5%	32%	44%	12%	8%
	4%	37%	43%	12%	4%
	8%	39%	38%	12%	3%
	6%	40%	39%	9%	5%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8	1.5	1.9	1.9	5.4
	2.5	1.4	1.8	1.8	4.6
	2.7	1.2	1.8	1.6	5.3
	2.9	1.3	1.9	1.7	5.8

TOTAL POPULATION:		11,600					
		10,900					
		11,400					
		10,100					
Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	5,600	74%	44%	55%	5%	1%	
	5,500	66%	38%	3%	6%	23%	
	5,300	66%	42%	4%	5%	26%	
Female	6,000	70%	28%	11%	8%	21%	
	5,500	73%	29%	10%	6%	15%	
	5,900	66%	21%	11%	2%	20%	
	4,800	61%	24%	13%	2%	19%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	42.1	14%	8%	10%	24%	27%	16%
	38.8	15%	8%	10%	29%	23%	15%
	34.2	22%	6%	7%	32%	15%	16%
	32.3	15%	11%	11%	31%	19%	11%
Daily trips/Person (age 11+):		2.4					
		2.2					
		2.5					
		2.2					
Daily work trips/Worker		0.68					
		0.70					
		0.75					
		0.73					

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF BROCK

Trip Purpose Category							Mode of Travel				
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	5,200	21.8%	48%	24%	19%	8%	69%	10%	-	-	3%
	4,400	21.6%	55%	19%	19%	6%	73%	7%	-	-	5%
	4,500	20.3%	47%	22%	20%	11%	68%	8%	-	-	7%
	4,200	22.3%	54%	25%	15%	6%	59%	12%	-	-	6%
	24,000	29%	41%	18%	17%	8%	73%	18%	-	-	2%
24 hours	20,300	34%	9%	40%	17%	1%	81%	10%	-	-	2%
	22,200	28%	9%	17%	23%	15%	73%	15%	0%	-	3%
	18,700	32%	14%	39%	15%	1%	63%	20%	-	-	5%
	18,700	32%	14%	39%	15%	1%	63%	20%	-	-	5%
Percentage of trips made within district							6-9 a.m. =	44%	24 hours =	38%	Median Trip Length (km)
								36%		32%	17.4
								49%		46%	17.6
								50%		49%	10.2
											11.4

TRIPS TO BROCK

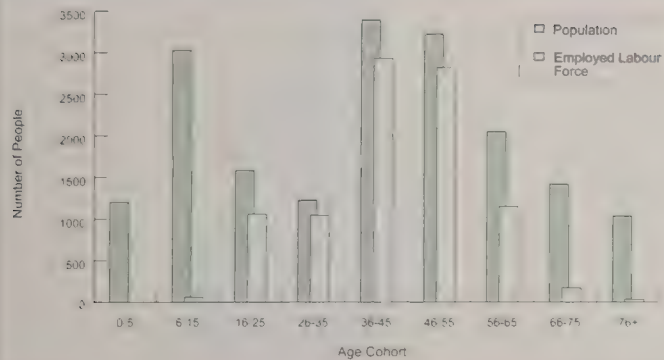
Destination Purpose							Mode of Travel				
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	3,000	18.1%	36%	36%	9%	19%	59%	8%	-	-	4%
	2,500	17.4%	38%	43%	9%	9%	49%	8%	-	-	8%
	2,800	16.8%	36%	36%	9%	19%	56%	5%	-	-	10%
	2,600	18.2%	49%	39%	4%	8%	48%	8%	-	-	9%
24 hours	16,500	9%	7%	59%	26%	70%	70%	15%	-	-	3%
	14,600	8%	8%	57%	27%	71%	77%	9%	-	-	3%
	16,400	9%	6%	56%	29%	71%	71%	13%	-	-	10%
	14,200	12%	9%	55%	23%	61%	61%	17%	-	-	7%



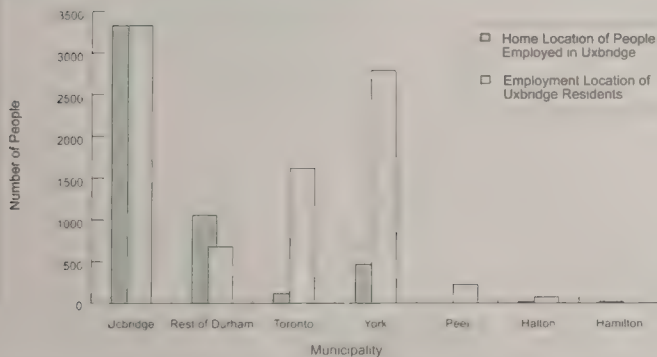
TOWNSHIP OF UXBRIDGE

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Uxbridge
Total: 3,300

Destination % Distribution of work trips made by Uxbridge residents
Total: 6,600

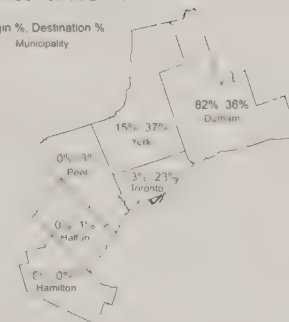
DISTRIBUTION IN DURHAM REGION

Origin % Destination %
Municipality



DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS	6,700 5,700 5,300 3,900				
Dwelling Type	House	Townhouse		Apartment	
	88%	3%		9%	
	92%	4%		4%	
	63%	4%		13%	
	69%	n/a		11%	
Household Size (persons)	1	2	3	4	5+
	19%	34%	17%	19%	11%
	18%	36%	17%	21%	12%
	19%	35%	14%	20%	11%
	14.8%	31.5%	16.9%	26.8%	11.0%
No. of Available Vehicles	0	1	2	3	4+
	3%	29%	50%	14%	4%
	4%	28%	48%	13%	8%
	5%	32%	51%	9%	3%
	6%	25%	49%	15%	5%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.6	1.9	1.9	6.0
	2.9	1.5	2.0	2.0	6.2
	2.7	1.4	1.9	1.7	5.8
	2.9	1.5	2.0	1.9	6.2

TOTAL POPULATION:		16,200 16,300 14,700 11,300					
		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	8,800	71%	43%	5%	8%	23%	
	8,100	69%	44%	5%	4%	24%	
	7,400	68%	43%	6%	4%	25%	
	5,700	71%	51%	4%	4%	23%	
Female	9,300	70%	28%	11%	7%	23%	
	8,200	73%	33%	11%	3%	22%	
	5,600	67%	30%	10%	3%	18%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	42.2	15%	8%	9%	25%	28%	15%
	38.3	17%	7%	10%	31%	22%	12%
	37.7	16%	8%	9%	31%	18%	16%
	35.1	15%	9%	13%	32%	21%	10%
Daily trips/Person (age 11+):		2.8 2.6 2.6 2.4		Daily work trips/Worker: 0.72 0.79 0.72 0.73			

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF UXBRIDGE

Trip Purpose Category							Mode of Travel										
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other					
6 - 9 a.m.	9,000	22.7%	45%	22%	21%	12%	72%	11%	-	1%	8%	9%					
	8,300	23.3%	42%	19%	18%	11%	74%	12%	-	1%	5%	8%					
	6,800	21.9%	53%	23%	18%	6%	68%	11%	-	-	7%	12%					
	4,700	20.6%	63%	19%	13%	5%	70%	9%	2%	-	8%	9%					
24 hours	39,700		30%	10%	40%	19%	74%	17%	1%	0%	4%	4%					
	35,700		32%	10%	43%	15%	77%	14%	0%	1%	4%	4%					
	31,000		30%	10%	42%	17%	72%	18%	0%	-	4%	5%					
	22,800		32%	11%	40%	17%	72%	16%	1%	1%	5%	6%					
Percentage of trips made within district: 6-9 a.m. =							50%	24 hours =		49%	Median Trip Length (km):	12.3	7.7	28.6	54.7		
												43%	48%	11.9	6.4	13.3	54.7
												48%	50%	9.9	7.1	54.6	-
												37%	44%	16.5	10.0	43.5	35.4

TRIPS TO UXBRIDGE

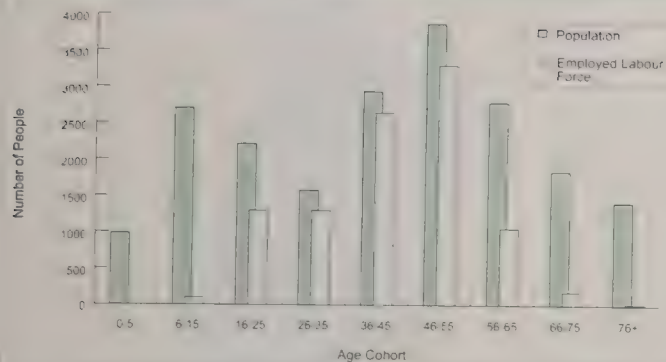
TRIPS TO OXBIDGE			Destination Purpose				Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	6,300	18.9%	35%	31%	6%	28%	65%	15%	*	*	9%	12%
	5,600	18.1%	38%	29%	7%	26%	64%	16%	*	*	8%	12%
	4,500	17.3%	35%	36%	8%	21%	58%	12%	*	*	11%	18%
	2,800	14.7%	46%	34%	4%	16%	58%	11%	*	*	12%	17%
24 hours	33,600		35%	21%	4%	4%	72%	17%	1%	0%	4%	4%
	30,700		31%	20%	5%	4%	73%	16%	0%	1%	4%	4%
	27,100		33%	19%	6%	4%	71%	18%	0%	-	4%	5%
	19,800		41%	31%	4%	2%	68%	14%	1%	1%	5%	6%



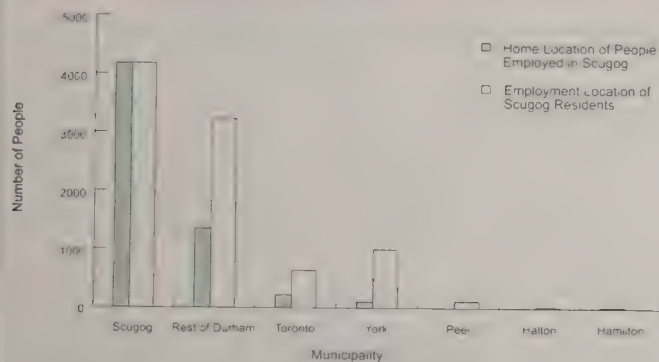
TOWNSHIP OF SCUGOG

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Scugog
Total 3,700

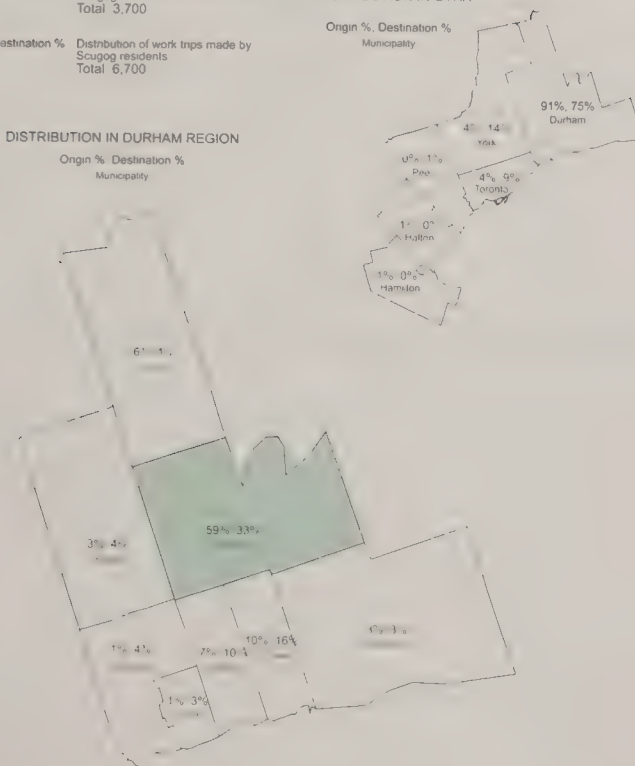
Destination % Distribution of work trips made by Scugog residents
Total 6,700

DISTRIBUTION IN DURHAM REGION

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



TOWNSHIP OF SCUGOG

REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS	7 700
	7 452
	504
	5 288

Dwelling Type	House	Townhouse			Apartment
	90%		1%		9%
	92%		1%		7%
	92%		-		8%
	95%		n/a		5%
Household Size (persons)	1	2	3	4	5+
	16%	38%	17%	17%	9%
	16%	38%	16%	19%	12%
	13%	33%	16%	25%	12%
	8%	32%	19%	27%	14%
No. of Available Vehicles	0	1	2	3	4+
	3%	27%	46%	17%	7%
	2%	26%	47%	16%	9%
	4%	22%	56%	13%	5%
	3%	22%	52%	15%	7%
Household Averages	Persons	Workers	Drivers	Vehicles	Tnps/Day
	2.8	1.5	2.0	2.0	5.6
	2.8	1.7	2.1	2.1	6.3
	2.9	1.6	2.1	1.9	6.0
	3.1	1.6	2.1	2.0	6.9

TOTAL POPULATION:	20 300
	20 500
	15 900
	15 100

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	10 200	77%	40%	4%	9%	20%	
	10 200	75%	47%	4%	7%	21%	
	9 300	71%	44%	6%	4%	28%	
	7 700	73%	54%	4%	4%	23%	
Female	10 100	74%	27%	13%	4%	20%	
	10 100	74%	32%	10%	6%	20%	
	9 600	72%	32%	13%	2%	24%	
	8 000	60%	23%	13%	3%	25%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	44.5	11%	7%	11%	22%	29%	18%
	40.5	7%	11%	7%	28%	26%	14%
	36.9	13%	9%	13%	33%	20%	9%
	31.8	17%	9%	14%	33%	16%	9%
Daily tnps/Person (age 11+):		2.4		Daily work tnps/Worker		0.71	
		2.6				0.75	
		2.4				0.74	
		2.4				0.71	



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF SCUGOG

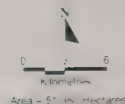
Time Period	Trip Purpose Category						Mode of Travel				
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	9 200	21.3%	48%	23%	20%	9%	70%	11%	-	-	8%
	9 600	20.6%	52%	22%	16%	9%	71%	10%	-	1%	8%
	8 800	22.7%	50%	31%	13%	6%	66%	9%	-	-	16%
	6 100	19.2%	59%	26%	10%	5%	68%	12%	-	-	9%
24 hours	43 300		28%	10%	44%	18%	75%	16%	0%	0%	4%
	46 500		32%	10%	41%	18%	76%	15%	-	1%	4%
	38 700		32%	15%	39%	14%	72%	18%	-	1%	4%
	31 800		32%	15%	39%	15%	71%	17%	-	0%	6%
Percentage of trips made within district	6-9 a.m. =	53%	24 hours =	51%	Median Tnp Length (km):	10.9	9.2	20.6	58.3		
		50%		48%		11.1	9.8	10.5	60.1		
		43%		44%		12.4	10.5		60.0		

TRIPS TO SCUGOG

Time Period	Destination Purpose						Mode of Travel				
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	6 700	17.9%	35%	32%	8%	24%	59%	13%	-	-	11%
	6 200	16.0%	41%	34%	6%	19%	60%	14%	-	-	12%
	5 400	17.2%	33%	43%	5%	19%	54%	8%	-	-	23%
	3 500	14.2%	45%	38%	6%	11%	51%	15%	-	-	18%
24 hours	37 100		10%	6%	48%	36%	72%	17%	-	-	4%
	36 400		10%	6%	50%	34%	73%	17%	-	0%	5%
	31 100		9%	8%	53%	30%	69%	16%	-	1%	9%
	24 300		9%	8%	56%	27%	67%	17%	-	-	8%

LEGEND

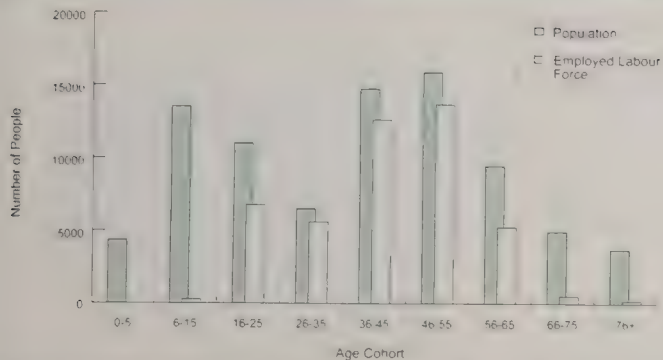
Scale 1:100,000



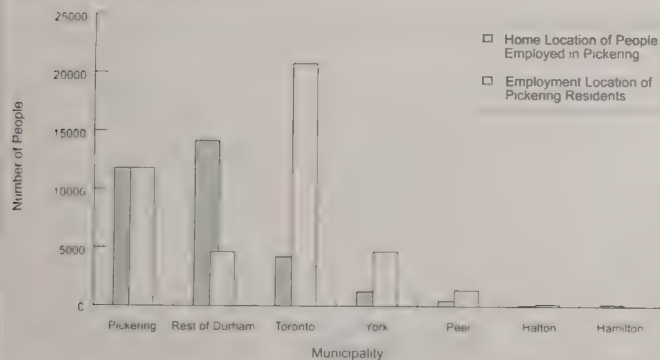
TOWN OF PICKERING

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Pickering
Total 24,100

Destination % Distribution of work trips made by Pickering residents
Total 34,400

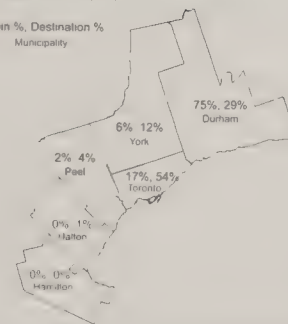
DISTRIBUTION IN DURHAM REGION

Origin % Destination %
Municipality



DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



TOWN OF PICKERING

REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 28,200
27,100
23,500
14,600

Dwelling Type	House	Townhouse		Apartment	
	80%		9%		10%
	85%		6%		9%
	82%		8%		9%
	90%		n/a		10%
Household Size (persons)	1	2	3	4	5+
	13%	30%	20%	24%	13%
	12%	26%	20%	27%	15%
	9%	27%	22%	28%	14%
	8%	24%	24%	29%	15%
No. of Available Vehicles	0	1	2	3	4+
	4%	31%	48%	12%	5%
	3%	29%	51%	13%	4%
	3%	29%	55%	10%	3%
	4%	34%	50%	10%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.0	1.7	2.1	1.8	7.2
	3.1	1.8	2.1	1.9	7.2
	3.2	1.7	2.0	1.8	6.9
	3.2	1.8	2.0	1.7	7.1

TOTAL POPULATION: 84,200
84,500
74,200
47,100

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	40 900	71%	45%	7%	5%	27%	
	41 700	69%	49%	5%	4%	26%	
	37 000	66%	49%	5%	2%	27%	
	23 300	67%	58%	4%	1%	23%	
Female	43 300	69%	35%	12%	4%	26%	
	42 600	64%	37%	11%	3%	25%	
	37 200	62%	36%	11%	2%	26%	
	23 800	59%	36%	10%	1%	24%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	40.3	12%	9%	13%	25%	28%	12%
	35.6	16%	9%	11%	33%	22%	8%
	32.5	19%	8%	12%	38%	17%	6%
	29.3	20%	7%	14%	41%	12%	4%
Daily trips/Person (age 11+):		2.7					
		2.8					0.77
		2.7					0.78
		2.6					0.78
Daily work trips/Worker:							

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF PICKERING

Time Period	Trip Purpose Category						Mode of Travel					
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	49,500 47,500 39,500 24,200	24.4% 24.2% 24.2% 25.3%	45% 49% 51% 59%	24% 22% 24% 18%	20% 19% 17% 14%	11% 10% 8% 9%	63% 66% 64% 63%	15% 11% 12% 12%	4% 3% 6% 3%	6% 6% 10% 8%	7% 8% 3% 4%	5% 5% 3% 9%
24 hours	202,800 196,500 163,300 45,900	29% 31% 33% 36%	13% 12% 13% 12%	41% 41% 38% 37%	17% 16% 16% 37%	17% 16% 16% 37%	68% 71% 70% 68%	17% 15% 16% 14%	3% 2% 3% 3%	3% 4% 3% 4%	5% 5% 6% 4%	3% 2% 2% 7%
Percentage of trips made within district:	6-9 a.m. =	42%	24 hours =	45%	Median Trip Length (km):	6.2 7.7 7.8 10.2	3.7 4.3 4.2 5.7	7.3 4.6 4.0 12.5	30.0 30.1 30.4 30.7			

TRIPS TO PICKERING

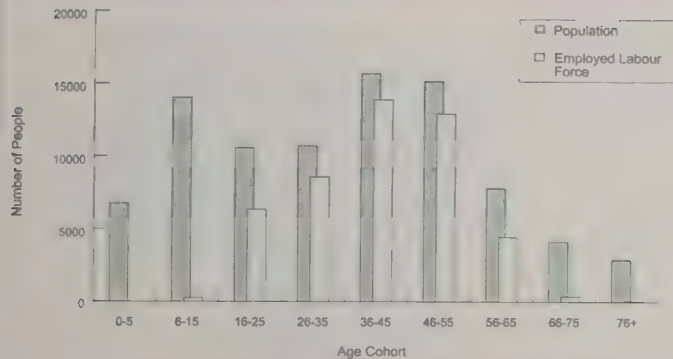
Time Period	Destination Purpose						Mode of Travel					
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	37,500 34,400 28,200 15,400	20.6% 19.8% 19.2% 17.8%	43% 47% 47% 63%	26% 25% 29% 16%	7% 7% 6% 4%	23% 21% 18% 18%	66% 70% 70% 68%	16% 12% 13% 13%	3% 2% 5% 3%	1% 1% **	11% 13% 6% 6%	5% 5% 2% 8%
24 hours	182,000 174,100 146,700 66,500	13% 14% 13% 15%	6% 5% 6% 4%	46% 47% 46% 47%	35% 34% 35% 35%	3% 2% 2% 2%	69% 72% 70% 69%	18% 16% 17% 16%	3% 2% 3% 2%	2% 2% 2% 3%	6% 8% 6% 4%	3% 2% 2% 6%



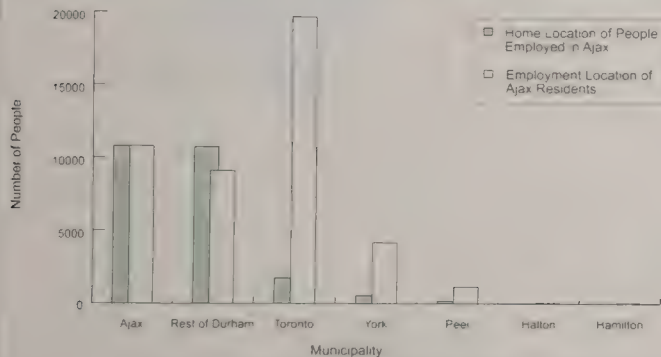
TOWN OF AJAX

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Ajax
Total: 18,100

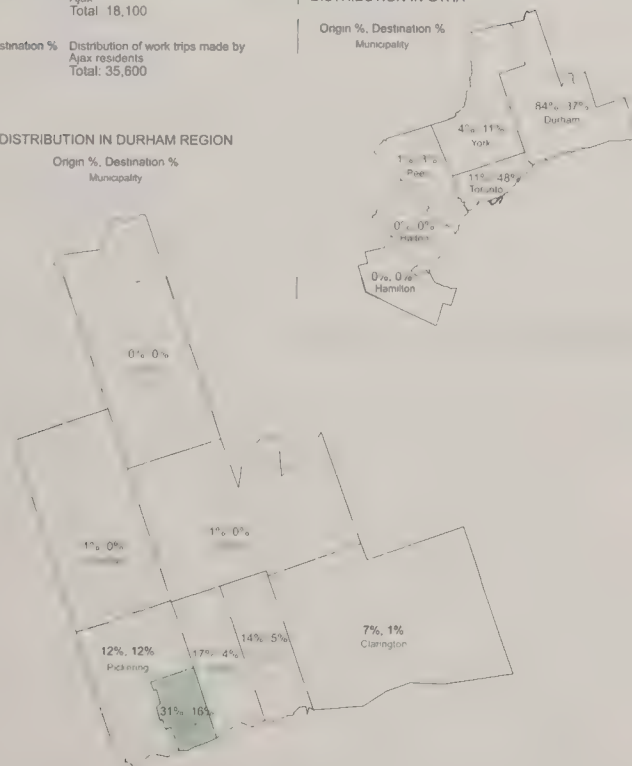
Destination % Distribution of work trips made by Ajax residents
Total: 35,600

DISTRIBUTION IN DURHAM REGION

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



TOWN OF AJAX

REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	26,600
	23,200
	21,000
	11,600

Dwelling Type	House	Townhouse	Apartment
	81%	9%	10%
	78%	8%	14%
	79%	7%	14%
	68%	n/a	14%

Household Size (persons)	1	2	3	4	5+
	13%	27%	22%	24%	14%
	13%	25%	20%	28%	13%
	11%	26%	22%	27%	13%
	9%	25%	19%	30%	12%

No. of Available Vehicles	0	1	2	3	4+
	4%	12%	14%	19%	4%
	4%	12%	14%	19%	4%
	5%	34%	49%	10%	2%
	4%	35%	49%	10%	3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.1	1.7	2.0	1.8	7.0
	3.1	1.7	2.0	1.7	7.0
	3.1	1.7	1.9	1.7	6.5
	3.1	1.7	1.9	1.8	7.1

TOTAL POPULATION:	67,700
	71,200
	64,900
	35,800

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	42,800	70%	47%	5%	3%	25%
	34,500	68%	50%	5%	3%	25%
	31,500	66%	51%	4%	1%	25%
	17,800	68%	57%	5%	1%	25%
Female	45,100	63%	35%	11%	3%	25%
	36,800	60%	35%	10%	2%	27%
	33,400	59%	35%	11%	2%	25%
	18,100	57%	32%	13%	2%	24%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	38.9	15%	8%	12%	30%	24%	9%
	34.1	18%	9%	11%	30%	13%	7%
	31.7	21%	8%	10%	40%	15%	6%
	28.1	20%	8%	15%	39%	11%	5%

Daily trips/Person (age 11+):	2.8
	2.8
	2.8
	2.8
	2.8

Daily work trips/Worker	0.77
	0.79
	0.80
	0.80
	0.77

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF AJAX

Time Period	Trip Purpose Category						Mode of Travel					
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	48,000	24.9%	48%	22%	20%	11%	63%	14%	4%	7%	10%	2%
	49,600	24.3%	45%	23%	19%	11%	62%	13%	4%	8%	10%	3%
	33,400	24.7%	52%	21%	17%	10%	64%	13%	5%	7%	10%	3%
	18,800	24.9%	59%	19%	15%	6%	63%	9%	9%	7%	10%	3%
24 hours	193,200	33%	33%	12%	40%	15%	68%	16%	4%	4%	8%	2%
	152,700	31%	31%	12%	40%	16%	69%	16%	3%	4%	6%	2%
	135,200	35%	35%	12%	38%	15%	71%	15%	3%	4%	6%	2%
	75,300	36%	36%	12%	37%	15%	66%	15%	5%	4%	7%	2%
Percentage of trips made within district:	6-9 a.m. =	42%	24 hours =	45%	Median Trip Length (km):	5.4	3.7	8.8	36.7			
		41%		46%		5.4	3.4	4.0	36.0			
		39%		42%		6.5	3.8	3.8	36.0			
		35%		38%		6.5	5.1	3.8	36.0			

TRIPS TO AJAX

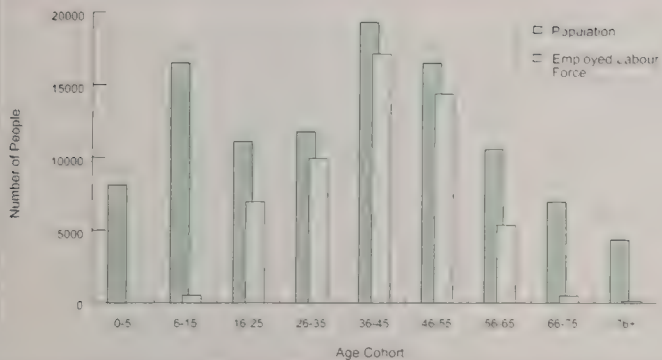
Time Period	Destination Purpose						Mode of Travel					
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	33,300	19.8%	37%	31%	9%	23%	62%	16%	4%	1%	14%	4%
	27,600	15.0%	33%	38%	7%	22%	60%	15%	7%	0%	14%	6%
	22,600	19.5%	43%	31%	6%	20%	61%	15%	6%	*	14%	4%
	15,400	23.3%	51%	33%	4%	12%	56%	12%	9%	*	14%	12%
24 hours	168,500	11%	6%	49%	34%		68%	17%	3%	2%	7%	2%
	145,300	11%	7%	47%	35%		68%	17%	2%	3%	7%	2%
	115,200	13%	7%	50%	31%		70%	16%	3%	2%	7%	2%
	65,900	16%	10%	48%	26%		64%	15%	6%	2%	8%	5%



TOWN OF WHITBY

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



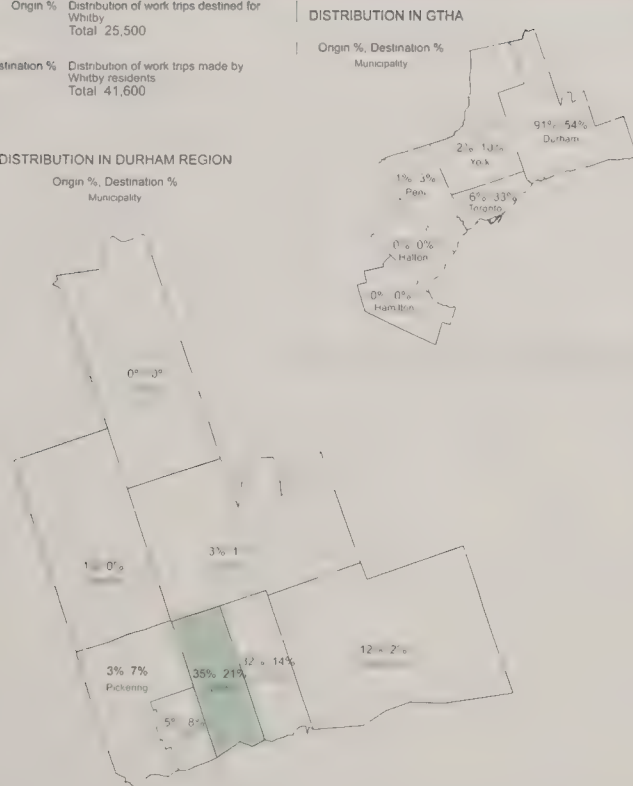
WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Whitby
Total 25,500

Destination % Distribution of work trips made by Whitby residents
Total 41,600

DISTRIBUTION IN DURHAM REGION

Origin %, Destination %
Municipality



TOWN OF WHITBY

REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 37,200
29,000
24,000
14,550

TOTAL POPULATION: 105,200
44,700
72,400
24,560

Dwelling Type	House	Townhouse	Apartment
	79%	10%	11%
	81%	6%	13%
	78%	6%	16%
	83%	n/a	17%

Household Size (persons)	1	2	3	4	5+
	17%	31%	17%	24%	11%
	14%	31%	18%	23%	13%
	13%	30%	19%	25%	13%
	12%	27%	19%	30%	12%

No. of Available Vehicles	0	1	2	3	4+
	5%	31%	51%	10%	4%
	4%	30%	52%	10%	3%
	5%	31%	51%	10%	2%
	4%	33%	48%	10%	4%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8	1.6	1.9	1.8	6.6
	2.9	1.6	2.0	1.8	6.9
	3.0	1.6	2.0	1.7	6.6
	3.1	1.6	1.9	1.8	7.2

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	50,500	70%	46%	6%	4%	25%	
	42,100	69%	49%	7%	2%	27%	
	36,100	67%	48%	5%	2%	27%	
	21,900	68%	57%	3%	1%	24%	
Female	54,700	67%	33%	11%	3%	23%	
	42,600	65%	36%	12%	2%	25%	
	36,100	63%	32%	12%	1%	25%	
	22,900	58%	27%	12%	2%	26%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	38.2	15%	8%	11%	30%	24%	12%
	36.0	16%	9%	12%	32%	22%	9%
	33.4	19%	8%	11%	36%	17%	8%
	29.3	21%	9%	13%	37%	14%	6%
Daily trips/Person (age 11+):		2.7	2.8	2.7	2.7	0.77	0.78
Daily work trips/Worker:		2.7	2.7	2.7	2.7	0.79	0.74

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF WHITBY

		Trip Purpose Category				Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	GO Local Transit	Walk & Cycle	Other
6 - 9 a.m.	59,600	24.3%	45%	21%	22%	11%	67%	12%	3%	8%	4%
	45,900	23.0%	49%	25%	17%	9%	65%	12%	3%	11%	4%
	35,800	22.5%	51%	24%	16%	9%	65%	12%	3%	11%	4%
	20,600	21.7%	60%	18%	15%	6%	68%	11%	5%	8%	5%
24 hours	245,100		30%	11%	42%	17%	71%	16%	2%	5%	2%
	199,500		32%	12%	41%	15%	70%	17%	2%	6%	2%
	159,700		32%	12%	40%	16%	71%	17%	2%	6%	2%
	95,200		32%	11%	41%	16%	71%	16%	3%	5%	3%
Percentage of trips made within district: 6-9 a.m. =		48%	24 hours =	47%	Median Tnp Length (km):	5.7	4.1	5.1	44.5		
		45%		46%		5.7	4.0	4.3	45.3		
		46%		47%		5.4	3.8	3.3	44.3		
		37%		42%		5.6	4.0	7.5	43.9		

TRIPS TO WHITBY

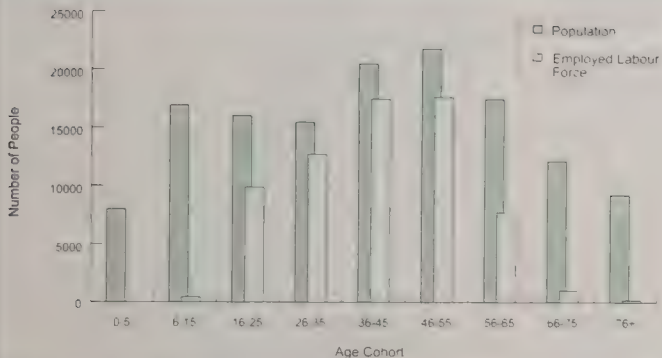
		Destination Purpose				Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	GO Local Transit	Walk & Cycle	Other
6 - 9 a.m.	44,100	20.4%	36%	28%	9%	25%	65%	15%	3%	11%	6%
	34,600	19.3%	42%	32%	6%	20%	63%	13%	3%	14%	6%
	28,600	19.7%	46%	30%	6%	18%	64%	13%	3%	14%	6%
	15,200	17.8%	61%	18%	6%	15%	69%	12%	4%	11%	3%
24 hours	216,300		12%	6%	47%	35%	71%	17%	2%	6%	3%
	179,200		12%	7%	47%	34%	70%	16%	2%	6%	3%
	143,400		13%	6%	46%	34%	71%	17%	2%	6%	3%
	85,600		15%	5%	47%	34%	71%	17%	2%	6%	3%



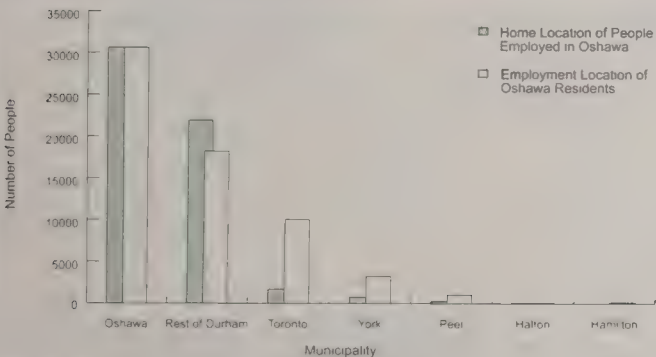
CITY OF OSHAWA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Oshawa
Total 41,200

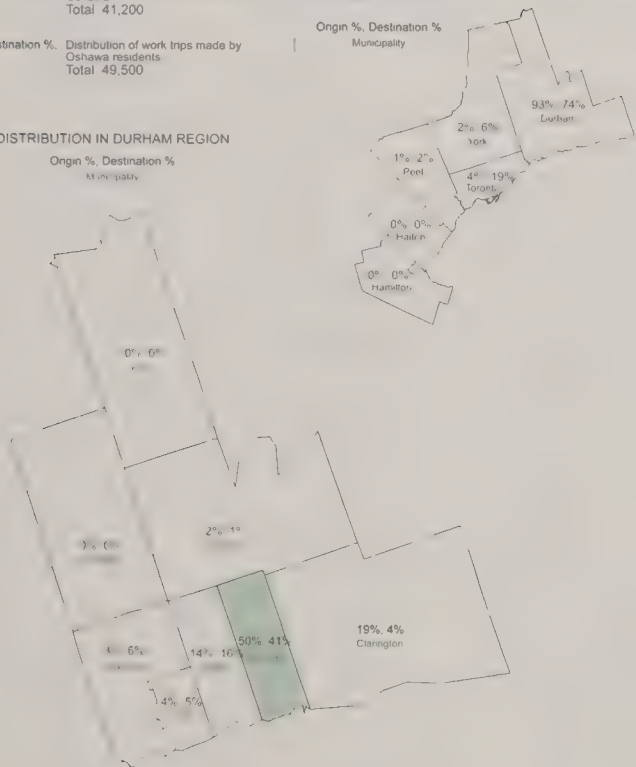
Destination % Distribution of work trips made by Oshawa residents
Total 49,500

DISTRIBUTION IN DURHAM REGION

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

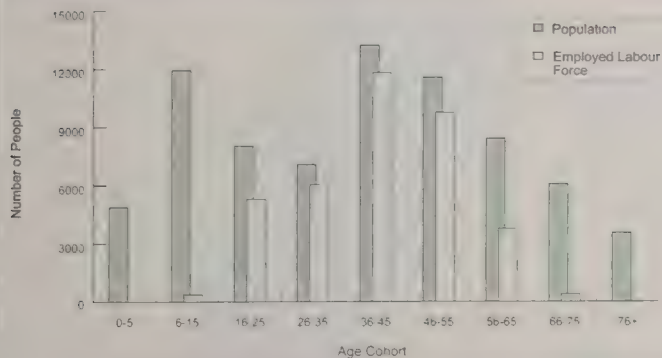
TOTAL NUMBER OF HOUSEHOLDS:		54 900			
		52 200			
		49 700			
		47 000			
Dwelling Type	House	Townhouse		Apartment	
	74%	8%		19%	
	70%	6%		24%	
	68%	8%		24%	
	76%	n/a		24%	
Household Size (persons)	1	2	3	4	5+
	23%	37%	19%	14%	8%
	22%	36%	17%	17%	8%
	20%	32%	20%	19%	9%
	16%	29%	21%	23%	11%
No. of Available Vehicles	0	1	2	3	4+
	11%	40%	38%	8%	2%
	10%	41%	39%	7%	2%
	11%	41%	39%	7%	2%
	6%	43%	39%	8%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.3	1.7	1.5	5.6
	2.6	1.3	1.7	1.5	5.9
	2.7	1.3	1.7	1.5	5.8
	2.9	1.5	1.8	1.6	6.7

TOTAL POPULATION:		137 500					
		134 400					
		133 500					
		119 900					
		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	68 000	73%	44%	7%	4%	21%	
	66 200	70%	47%	5%	2%	22%	
	66 100	68%	47%	5%	2%	24%	
	59 600	70%	56%	4%	1%	19%	
Female	71 600	63%	31%	10%	2%	21%	
	66 100	61%	31%	11%	2%	24%	
	67 400	60%	29%	11%	1%	23%	
	60 400	57%	28%	12%	2%	23%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	41.7	11%	7%	12%	26%	22%	17%
	37.2	14%	7%	12%	31%	22%	13%
	33.3	17%	7%	13%	34%	18%	10%
	29.7	17%	8%	17%	35%	16%	7%
Daily trips/Person (age 11+):		2.5	Daily work trips/Worker				0.75
		2.7					0.77
		2.6					0.78
		2.6					0.77

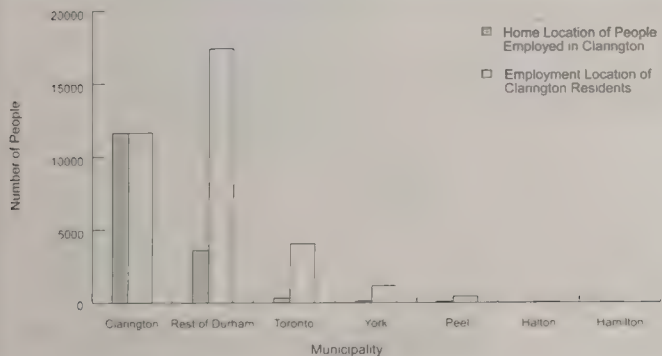
MUNICIPALITY OF CLARINGTON

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Clarington
Total: 11,100

Destination % Distribution of work trips made by Clarington residents
Total: 26,800

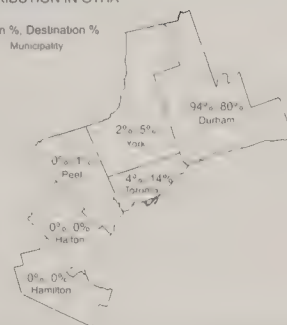
DISTRIBUTION IN DURHAM REGION

Origin % Destination %
Municipality



DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



MUNICIPALITY OF CLARINGTON

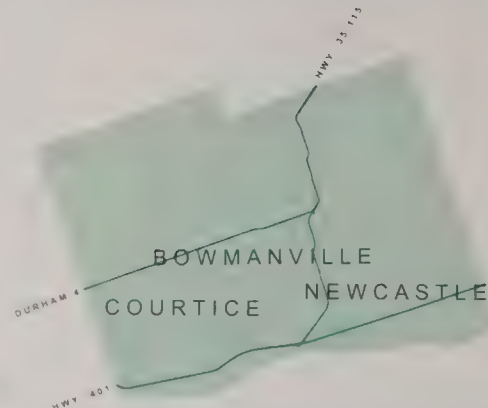
REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		26,900 24,200 20,100 11,000				
Dwelling Type	House	Townhouse			Apartment	
	88%	6%			6%	
	88%	6%			7%	
	88%	5%			7%	
	90%	n/a			10%	
Household Size (persons)	1	2	3	4	5+	
	14%	37%	19%	20%	10%	
	15%	32%	18%	23%	12%	
	14%	42%	18%	22%	12%	
	11%	30%	20%	28%	12%	
No. of Available Vehicles	0	1	2	3	4+	
	3%	30%	50%	12%	4%	
	4%	31%	50%	11%	3%	
	3%	32%	49%	12%	3%	
	5%	32%	46%	13%	4%	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	
	2.8	1.5	2.0	1.9	8.1	
	2.9	1.5	1.9	1.8	8.1	
	3.0	1.5	1.9	1.8	8.2	
	3.0	1.5	2.0	1.8	8.5	

TOTAL POPULATION:	74 800
	69 500
	60 200
	31 000

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	36,200	72%	48%	6%	3%	24%	
	35,000	68%	47%	4%	3%	26%	
	30,800	66%	46%	4%	3%	25%	
	16,700	70%	54%	3%	2%	23%	
Female	38,566	29%	39%	13%	3%	28%	
	34,800	66%	31%	13%	2%	25%	
	29,800	64%	30%	11%	2%	22%	
	16,400	62%	25%	14%	2%	23%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	39.7	13%	9%	11%	27%	25%	14%
	34.9	18%	9%	10%	34%	18%	11%
	31.5	22%	7%	9%	37%	15%	7%
	31.7	16%	8%	15%	33%	19%	8%
Daily trips/Person (age 11+):		2.5			Daily work trips/Worker:		0.74
		2.7					0.75
		2.6					0.77
		2.4					0.71



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CLARINGTON

Trip Purpose Category							Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	35,600	21.8%	45%	25%	21%	10%	67%	13%	2%	2%	8%	9%
	32,700	21.3%	49%	27%	16%	8%	66%	13%	1%	2%	9%	12%
	26,600	21.4%	55%	23%	14%	7%	69%	9%	1%	2%	8%	11%
	11,700	20.9%	59%	25%	11%	5%	65%	12%	*	*	11%	10%
24 hours	163,000		30%	12%	42%	16%	72%	17%	1%	1%	5%	4%
	153,200		30%	12%	42%	16%	72%	16%	1%	1%	5%	6%
	124,400		33%	11%	41%	15%	75%	15%	1%	1%	4%	5%
	65,500		33%	13%	40%	14%	70%	17%	1%	0%	7%	5%
Percentage of trips made within district: 6-9 a.m. =							51%	47%	45%	41%	50%	
							47%	45%	41%	50%		
							44%	41%	50%			
							51%	44%	41%	50%		
							50%	44%	41%	50%		
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							51%	44%	41%	50%		
							51%	44%	41%	50%		

TRIPS TO CLARINGTON

			Destination Purpose				Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	23 300	18.5%	31%	36%	10%	23%	58%	15%	3%	*	12%	13%
	10 300	16.8%	34%	42%	8%	17%	54%	11%	1%	*	15%	20%
	15 600	17.3%	38%	36%	9%	16%	58%	9%	1%	*	13%	18%
24 hours	11 000	20.4%	59%	29%	4%	8%	59%	13%	2%	*	13%	14%
	12 600						58%	14%				
	90 800		5%	6%	56%	27%	72%	16%				
							72%	16%				
							72%	16%				

LEGEND

1986 TTS

1986 TTS

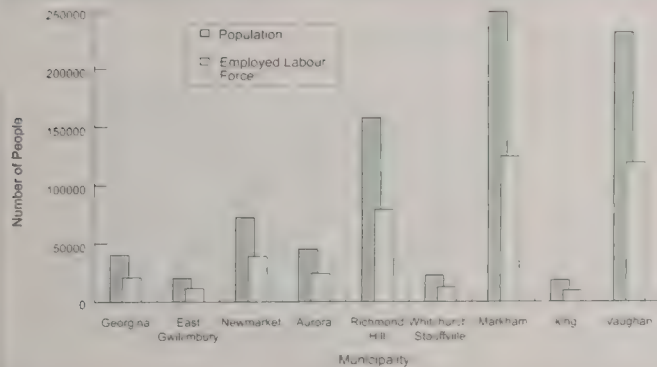


Area = 61,170 Hectares

REGIONAL MUNICIPALITY OF YORK

2006 STATISTICS

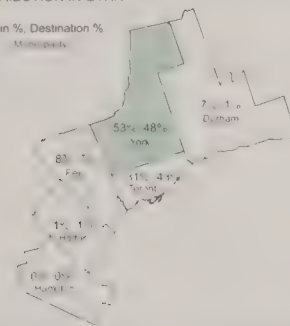
POPULATION AND EMPLOYED LABOUR FORCE



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

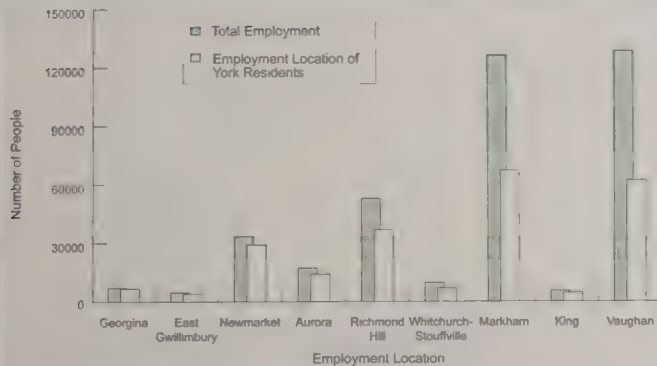
Origin % Destination %
Municipality



Origin % Distribution of work trips destined for the Region of York
Total 303,100

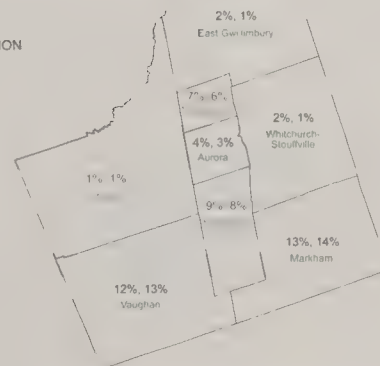
Destination % Distribution of work trips made by York residents
Total 334,800

EMPLOYMENT



DISTRIBUTION IN YORK REGION

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	275,700
	227,700
	178,200
	106,000

Dwelling Type	House	Townhouse		Apartment	
	81%	9%	9%	9%	9%
	83%	7%	10%	10%	10%
	83%	6%	12%	12%	12%
	90%	6%	10%	10%	10%
Household Size (persons)	1	2	3	4	5+
	11%	28%	21%	26%	15%
	11%	26%	21%	27%	15%
	12%	25%	20%	26%	13%
	8%	26%	21%	28%	17%
No of Available Vehicles	0	1	2	3	4+
	4%	29%	50%	12%	4%
	4%	27%	51%	13%	5%
	4%	28%	51%	12%	4%
	4%	28%	51%	12%	5%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.1	1.7	2.1	1.8	8.7
	3.2	1.8	2.2	1.9	7.2
	3.2	1.6	2.1	1.8	6.8
	3.3	1.7	2.1	1.9	7.2

TOTAL POPULATION:	657,500
	721,900
	567,700
	345,000

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	418,800	71%	45%	5%	5%	25%	
	359,000	70%	46%	6%	4%	27%	
	281,200	68%	47%	5%	3%	28%	
	169,700	69%	56%	4%	1%	25%	
Female	438,700	65%	33%	10%	4%	24%	
	361,900	66%	34%	12%	3%	25%	
	286,500	64%	32%	11%	2%	26%	
	175,300	60%	33%	11%	2%	24%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.0	14%	8%	12%	28%	25%	12%
	35.3	15%	8%	13%	33%	22%	9%
	33.7	17%	8%	13%	35%	19%	8%
	29.9	18%	8%	15%	36%	15%	6%
Daily trips/Person (age 11+):	2.5	2.5	2.7	2.7	2.7	2.7	2.7
Daily work trips/Worker:	0.77	0.77	0.77	0.77	0.77	0.77	0.77

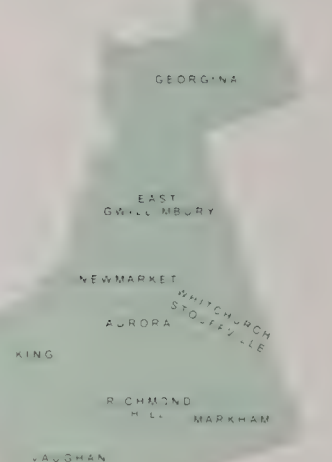
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF YORK REGION

		Trip Purpose Category				Mode of Travel			
Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit
6 - 9 a.m.	465,400	25.1%	46%	22%	21%	11%	65%	14%	7%
	394,500	24.1%	49%	22%	19%	10%	66%	13%	6%
	294,900	24.4%	50%	25%	16%	9%	65%	13%	7%
	169,200	24.1%	62%	20%	12%	6%	66%	11%	9%
24 hours	1,853,200	32%	32%	13%	40%	16%	69%	17%	5%
	1,636,000	32%	32%	12%	39%	16%	71%	16%	4%
	1,236,700	33%	33%	14%	38%	15%	70%	16%	5%
	702,700	36%	36%	13%	36%	15%	69%	14%	6%
Percentage of trips made within district	6-9 a.m.	= 61%	24 hours	= 64%	Median Trip Length (km).	6.5	4.3	15.6	26.5
		59%		63%		6.7	4.4	16.2	26.5
		59%		62%		7.0	4.2	15.8	26.4
		48%		55%		8.1	6.0	15.8	26.8

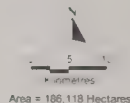
TRIPS TO YORK REGION

		Destination Purpose				Mode of Travel			
Time Period	Trips	% of 24 hr	Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit
6 - 9 a.m.	404,200	23.1%	51%	22%	6%	21%	68%	15%	4%
	351,300	22.7%	55%	22%	5%	18%	69%	14%	3%
	271,100	23.4%	57%	24%	4%	15%	67%	14%	5%
	147,600	22.2%	68%	19%	3%	11%	68%	11%	6%
24 hours	1,748,200	17%	5%	44%	33%	70%	17%	4%	1%
	1,549,600	18%	5%	44%	33%	72%	17%	4%	1%
	1,160,900	19%	6%	44%	31%	71%	17%	4%	0%
	666,000	19%	6%	45%	30%	70%	15%	5%	0%



LEGEND

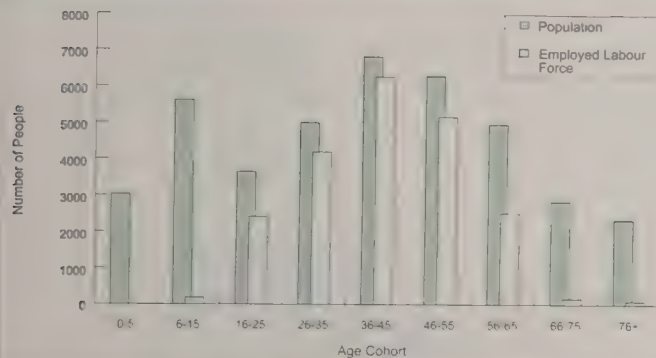
Legend



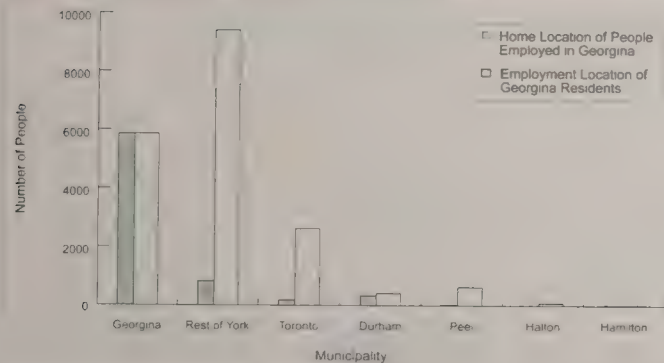
TOWN OF GEORGINA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



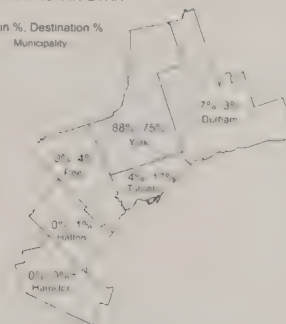
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

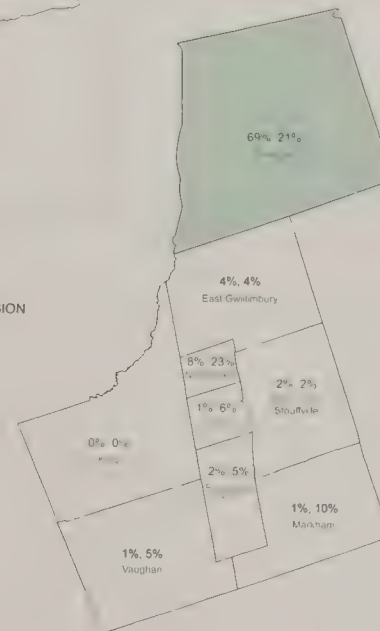


Origin % Distribution of work trips destined for Georgina
Total 4,400

Destination % Distribution of work trips made by Georgina residents
Total 14,800

DISTRIBUTION IN YORK REGION

Origin % Destination %
Municipality



TOWN OF GEORGINA

REGIONAL MUNICIPALITY OF YORK

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 15,400
13,800
1,200
6,700

TOTAL POPULATION: 40,400
17,100
14,000
25,100

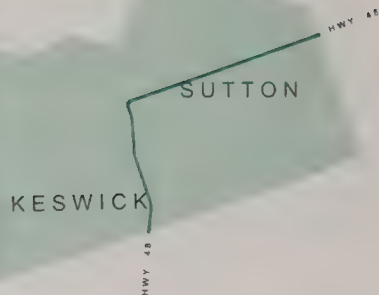
Dwelling Type	House	Townhouse	Apartment
	90%	4%	6%
	92%	3%	6%
	91%	3%	6%
	94%	n/a	6%

Household Size (persons)	1	2	3	4	5+
	20%	36%	17%	17%	9%
	19%	33%	19%	20%	9%
	16%	35%	15%	22%	11%
	14%	34%	19%	19%	14%

No. of Available Vehicles	0	1	2	3	4+
	4%	34%	45%	13%	5%
	4%	31%	50%	11%	3%
	5%	34%	49%	9%	3%
	5%	35%	43%	14%	4%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6	1.5	1.9	1.8	5.5
	2.7	1.5	1.8	1.8	5.7
	2.8	1.4	1.8	1.7	5.3
	2.9	1.4	1.9	1.8	6.0

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	19 600	73%	45%	4%	6%	20%	
	16 900	70%	49%	4%	4%	21%	
	17 400	67%	45%	4%	3%	23%	
	12 500	70%	53%	2%	4%	21%	
Female	20 800	69%	33%	11%	4%	21%	
	16 300	67%	33%	4%	19%	18%	
	16 700	67%	31%	10%	2%	19%	
	12 600	61%	29%	9%	2%	21%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	39.9	14%	7%	9%	29%	25%	14%
	33.5	18%	7%	9%	37%	16%	11%
	33.2	20%	6%	10%	33%	16%	10%
	30.8	18%	7%	12%	34%	17%	11%
Daily trips/Person (age 11+):		2.4	Daily work trips/Worker:		0.74		
		2.5			0.79		
		2.4			0.77		
		2.3			0.77		



TRAVEL PATTERNS

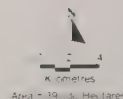
TRIPS MADE BY RESIDENTS OF GEORGINA

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	18,400	21.6%	48%	20%	21%	11%	71%	13%	1%	0%	7%	8%
	17,000	21.8%	53%	19%	16%	12%	73%	10%	*	*	6%	10%
	14,100	21.4%	53%	21%	15%	11%	71%	10%	1%	*	6%	11%
	9,700	21.0%	63%	17%	13%	7%	70%	11%	1%	*	4%	13%
24 hours	84,800		32%	9%	41%	18%	74%	16%	1%	0%	4%	4%
	71,000		34%	9%	38%	19%	77%	14%	0%	0%	4%	5%
	65,800		33%	10%	38%	20%	76%	15%	1%	*	3%	5%
	46,200		37%	10%	38%	15%	74%	15%	1%	0%	2%	7%
Percentage of trips made within district. 6-9 a.m. =			44%	24 hours =	46%	Median Trip Length (km):	14.7 14.1 15.5 13.1	5.9 8.7 12.5 14.1	21.1 47.7 53.4 62.6	65.8 75.0 64.1		

TRIPS TO GEORGINA

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	9,700	15.7%	32%	37%	8%	23%	56%	16%	1%	*	13%	14%
	8,700	15.1%	38%	31%	6%	23%	63%	11%	*	*	12%	14%
	6,700	14.3%	39%	37%	6%	18%	56%	10%	*	*	13%	19%
	4,700	13.4%	46%	32%	4%	17%	59%	10%	*	*	8%	23%
24 hours	61,800		7%	6%	56%	30%	71%	17%	1%	0%	6%	5%
	57,900		8%	5%	54%	32%	74%	15%	0%	*	5%	6%
	46,900		8%	6%	56%	30%	73%	16%	1%	*	5%	6%
	35,000		9%	6%	55%	29%	72%	16%	1%	*	3%	9%

LEGEND
1:100 TTS



TRANSPORTATION
TOMORROW SURVEY

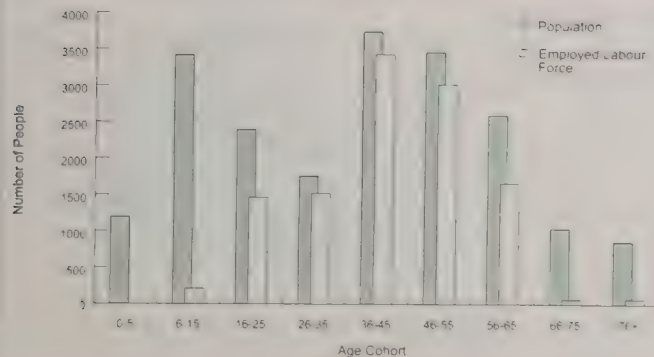


datamanagementgroup
ANALYSIS, MONITORING, & EVALUATION
INFRASTRUCTURE

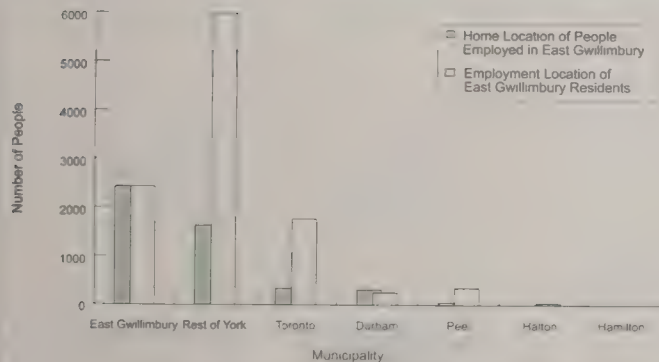
TOWN OF EAST GWILLIMBURY

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

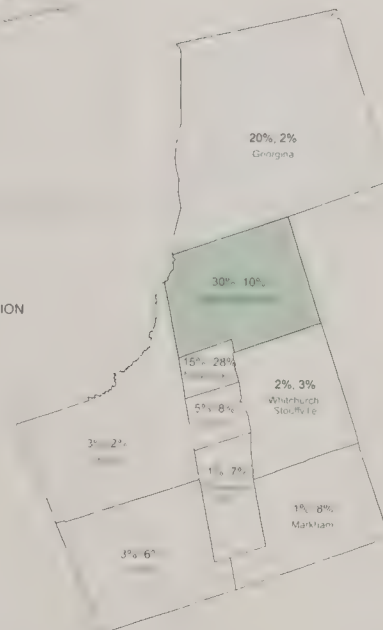


Origin % Distribution of work trips destined for East Gwillimbury
Total 2,800

Destination % Distribution of work trips made by East Gwillimbury residents
Total 8,400

DISTRIBUTION IN YORK REGION

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:

6 500
6 800
7 100
7 400

TOTAL POPULATION:

20 500
21 000
21 500
22 000

Dwelling Type	House	Townhouse	Apartment
	92%	2%	6%
	95%	2%	3%
	95%	2%	3%

Household Size (persons)	1	2	3	4	5+
	10%	35%	19%	23%	12%
	10%	33%	21%	23%	14%
	9%	28%	24%	25%	13%
	4%	32%	22%	28%	14%

No. of Available Vehicles	0	1	2	3	4+
	3%	19%	56%	16%	6%
	3%	18%	54%	17%	7%
	2%	23%	53%	16%	6%
	2%	22%	46%	21%	9%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.0	1.9	2.1	2.1	6.9
	3.0	1.9	2.2	2.2	7.0
	3.1	1.7	2.1	2.0	6.6
	3.2	1.8	2.1	2.2	7.3

Employment Status

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	10 000	74%	50%	6%	7%	25%	
	9 500	68%	45%	5%	5%	27%	
	7 000	68%	81%	2%	1%	22%	
	10 300	70%	34%	13%	5%	25%	
Female	10 500	70%	33%	14%	5%	23%	
	9 300	66%	31%	11%	4%	24%	
	7 000	65%	31%	13%	2%	24%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	39.3	13%	9%	12%	27%	27%	11%
	36.9	15%	9%	10%	32%	25%	7%
	34.7	18%	9%	11%	34%	18%	10%
	30.9	19%	8%	12%	37%	17%	5%

Daily Trips/Person (age 11+): 2.7
2.7
2.6
2.6

Daily work trips/Worker: 0.75
0.75
0.75



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF EAST GWILLIMBURY

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel				
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	11 100	23 4%	50%	26%	16%	9%	67%	9%	2%	1%	3%
	11 000	23 1%	54%	23%	14%	9%	72%	9%	1%	1%	14%
	9 700	24 2%	50%	25%	16%	10%	68%	10%	1%	5%	15%
	6 800	23 3%	67%	18%	10%	5%	69%	13%	4%	3%	10%
24 hours	47 400	31%	12%	38%	18%	18%	74%	14%	1%	1%	8%
	47 500	33%	11%	39%	17%	17%	78%	12%	1%	2%	7%
	40 200	32%	12%	39%	17%	17%	74%	15%	1%	0%	7%
	29 100	36%	11%	36%	16%	16%	75%	14%	2%	0%	6%
Percentage of trips made within district			6-9 a.m. = 20%	24 hours = 19%			Median Tnp Length (km):	8.8	6.6	12.9	50.7
			12%	10%	10%			9.9	8.0	20.0	50.0
			17%	16%	16%			11.3	8.7	40.2	50.3
			11%	13%	13%			10.6	8.2	10.5	50.7

TRIPS TO EAST GWILLIMBURY

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel				
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	4 100	13 1%	45%	24%	11%	21%	67%	10%	1%	1%	8%
	3 400	11 9%	41%	22%	12%	25%	70%	10%	1%	1%	12%
	3 200	12 9%	40%	27%	11%	22%	68%	8%	1%	1%	10%
	1 600	9 6%	51%	22%	4%	23%	67%	8%	1%	1%	14%
24 hours	16 000	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
	16 000	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
	16 000	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
	16 000	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%

LEGEND

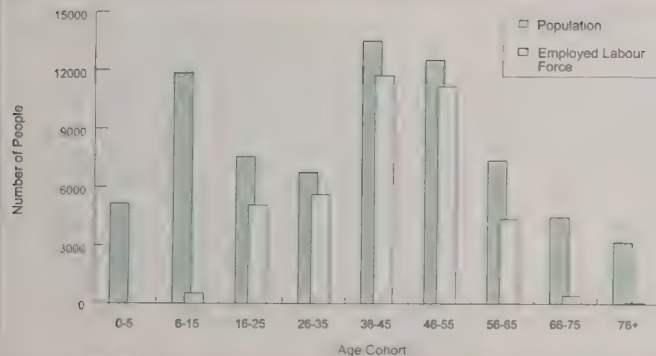
2000 TTS



TOWN OF NEWMARKET

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



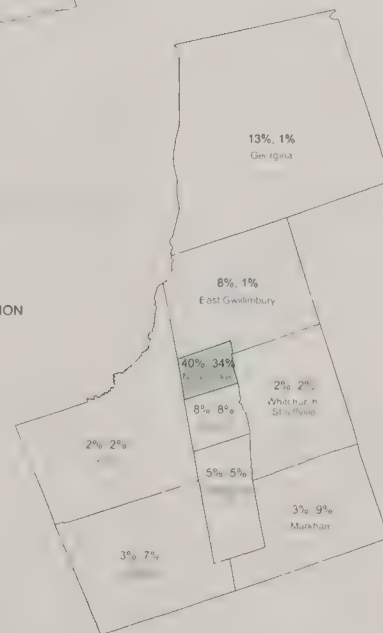
WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA



DISTRIBUTION IN YORK REGION

Origin % Destination %
Municipality



TOWN OF NEWMARKET

REGIONAL MUNICIPALITY OF YORK

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 25,100
22,000
16,000
10,700

Dwelling Type	House	Townhouse	Apartment
	78%	10%	12%
	80%	7%	13%
	81%	7%	14%
	88%	n/a	12%

Household Size (persons)	1	2	3	4	5+
	15%	31%	19%	23%	12%
	15%	30%	18%	24%	13%
	15%	26%	21%	24%	14%
	9%	27%	21%	30%	13%

No of Available Vehicles	0	1	2	3	4+
	6%	32%	47%	11%	3%
	7%	28%	52%	11%	3%
	6%	32%	51%	9%	3%
	5%	32%	51%	9%	3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9	1.7	2.0	1.7	6.7
	2.9	1.7	1.9	1.7	6.9
	3.0	1.6	1.9	1.7	6.7
	3.2	1.7	1.9	1.7	7.3

TOTAL POPULATION: 72,300
72,300
64,000
43,000

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	35,300	70%	47%	7%	5%	25%	
	11,500	68%	50%	6%	3%	27%	
	26,900	64%	49%	4%	2%	27%	
	16,600	65%	56%	4%	1%	28%	
Female	37,100	66%	34%	11%	4%	24%	
	33,400	63%	35%	13%	3%	24%	
	27,300	63%	33%	14%	2%	26%	
	17,300	57%	32%	12%	2%	25%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.3	15%	8%	10%	28%	25%	12%
	35.1	17%	9%	12%	32%	21%	9%
	31.8	20%	9%	11%	36%	16%	8%
	29.5	19%	10%	15%	38%	12%	6%

Daily trips/Person (age 11+):	2.7	Daily work trips/Worker:	0.77
	2.8		0.76
	2.6		0.79
			0.77

NEWMARKET



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF NEWMARKET

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	39,300	23.5%	47%	20%	21%	12%	68%	13%	2%	2%	9%	5%
	33,800	22.2%	51%	23%	17%	9%	69%	11%	3%	3%	9%	5%
	28,000	22.8%	53%	23%	16%	9%	67%	12%	4%	2%	10%	5%
	17,300	24.1%	60%	19%	14%	7%	67%	13%	4%	1%	12%	4%
24 hours	167,500		31%	11%	41%	17%	71%	17%	2%	1%	6%	3%
	152,200		32%	12%	40%	17%	73%	15%	2%	1%	5%	3%
	122,600		32%	12%	39%	16%	71%	16%	3%	1%	6%	3%
	72,100		34%	13%	39%	14%	68%	17%	4%	1%	6%	3%
Percentage of trips made within district: 6-9 a.m. =	54%	24 hours =	57%	Median Trip Length (km):	3.6	2.7	9.3	44.7				
					3.6	2.5	3.6	44.7				
					4.0	2.6	4.1	45.1				
					3.4	2.8	10.3	45.6				

TRIPS TO NEWMARKET

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	37,900	21.5%	46%	25%	6%	24%	66%	15%	2%	*	9%	9%
	30,000	18.9%	48%	26%	5%	20%	66%	13%	2%	*	10%	10%
	23,000	18.3%	43%	32%	5%	20%	60%	14%	3%	*	12%	10%
	13,900	19.1%	54%	25%	5%	16%	63%	13%	2%	*	14%	8%
24 hours	176,500		14%	6%	39%	40%	71%	18%	2%	1%	6%	3%
	158,200		14%	6%	40%	39%	73%	16%	2%	1%	5%	4%
	125,600		13%	7%	41%	40%	70%	18%	2%	0%	6%	3%
	72,900		14%	7%	42%	37%	68%	17%	3%	0%	8%	4%

LEGEND

2006 TIS



TRANSPORTATION
TOMORROW SURVEY



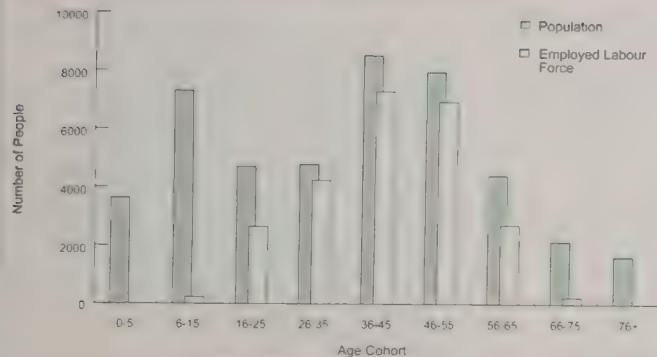
datamanagementgroup

data management group
1000 Highway 7 East, Suite 100
Richmond Hill, Ontario L4B 1N2

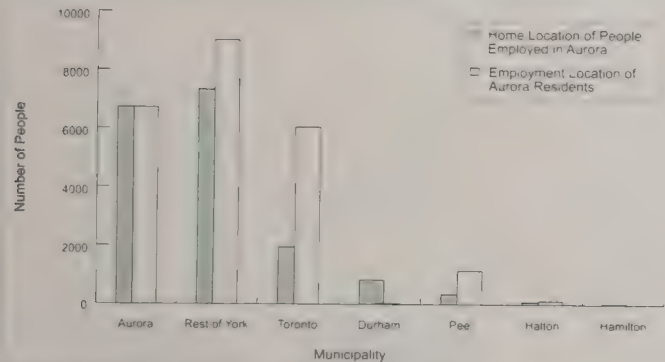
TOWN OF AURORA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



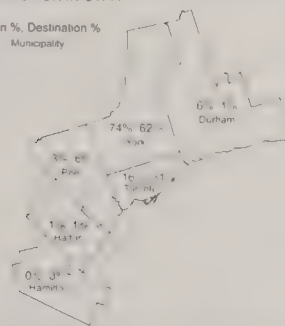
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

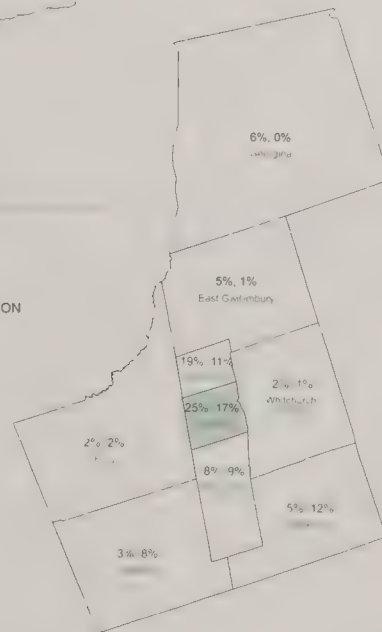


Origin % Distribution of work trips destined for Aurora
Total 12,500

Destination % Distribution of work trips made by Aurora residents
Total 17,700

DISTRIBUTION IN YORK REGION

Origin % Destination %
Municipality



TOWN OF AURORA

REGIONAL MUNICIPALITY OF YORK

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS

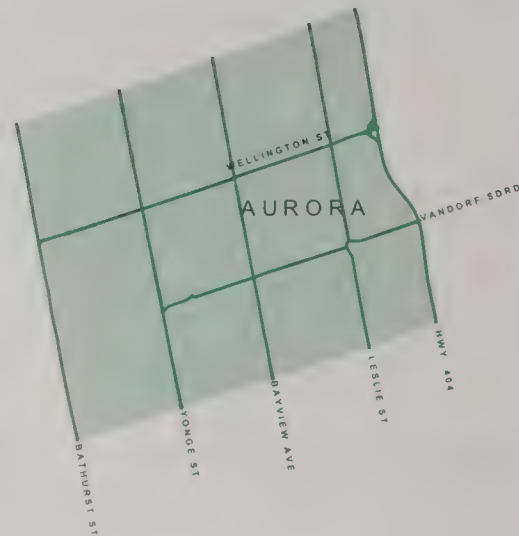
15,700

Dwelling Type	House	Townhouse	Apartment		
	77%	14%	8%		
	81%	10%	9%		
	81%	8%	11%		
	87%	n/a	13%		
Household Size (persons)	1	2	3	4	5+
	14%	31%	21%	23%	11%
	12%	27%	21%	28%	12%
	12%	26%	20%	26%	15%
	11%	29%	27%	21%	11%
No. of Available Vehicles	0	1	2	3	4+
	5%	27%	54%	11%	3%
	2%	25%	59%	10%	4%
	4%	26%	56%	13%	2%
	5%	31%	48%	13%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9	1.7	2.0	1.8	6.8
	3.0	1.7	2.0	1.8	7.4
	3.1	1.6	2.0	1.9	7.1
	3.0	1.7	2.0	1.8	6.9

TOTAL POPULATION

45,110

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	22,100	70%	47%	5%	6%	26%	
	19,700	67%	47%	5%	3%	29%	
	16,900	68%	48%	4%	3%	27%	
	9,500	72%	63%	4%	1%	18%	
Female	23,000	68%	35%	10%	5%	23%	
	19,800	68%	33%	13%	3%	28%	
	17,900	60%	31%	11%	1%	30%	
	10,300	62%	32%	12%	1%	30%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	38.5	15%	9%	10%	30%	25%	10%
	35.3	18%	9%	11%	33%	21%	8%
	33.6	20%	10%	9%	37%	18%	6%
	30.9	17%	6%	16%	36%	19%	6%
Daily trips/Person (age 11+):		2.8	Daily work trips/Worker:			0.75	
		3.0				0.78	
		2.9				0.79	
		2.6				0.80	



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF AURORA

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	26,800	25.3%	46%	21%	22%	11%	69%	13%	3%	3%	7%	5%
	22,200	23.0%	49%	24%	18%	10%	65%	12%	2%	2%	9%	8%
	18,400	23.2%	50%	24%	16%	9%	67%	11%	4%	2%	10%	7%
	10,300	23.9%	68%	14%	13%	5%	71%	9%	6%	1%	9%	4%
24 hours	106,000		30%	12%	42%	17%	72%	16%	2%	2%	5%	3%
	96,400		29%	12%	41%	18%	74%	15%	2%	1%	5%	4%
	79,400		31%	12%	40%	17%	74%	13%	2%	1%	6%	4%
	43,200		38%	10%	36%	16%	72%	14%	4%	1%	6%	3%
Percentage of trips made within district	6-9 a.m.	= 44%	24 hours	= 43%			Median Trip Length (km)	6.0	3.3	9.0	39.1	
								6.4	4.0	26.2	39.6	
								6.7	4.7	33.5	38.2	

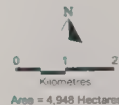
TRIPS TO AURORA

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	21,700	23.0%	41%	30%	7%	22%	64%	15%	2%	*	10%	9%
	15,200	18.9%	42%	30%	6%	22%	63%	13%	1%	*	13%	10%
	13,600	20.7%	42%	34%	4%	20%	59%	13%	1%	*	14%	11%
	7,900	21.1%	57%	23%	5%	14%	64%	14%	2%	*	12%	8%
24 hours	94,100		11%	13%	41%	33%	71%	16%	2%	1%	6%	4%

LEGEND

2008 TTS
2001 TTS

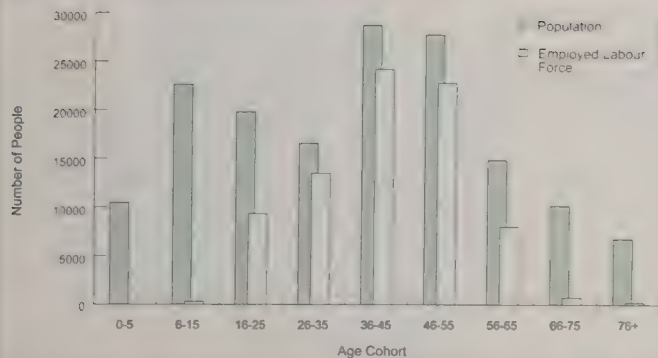
1986 TTS



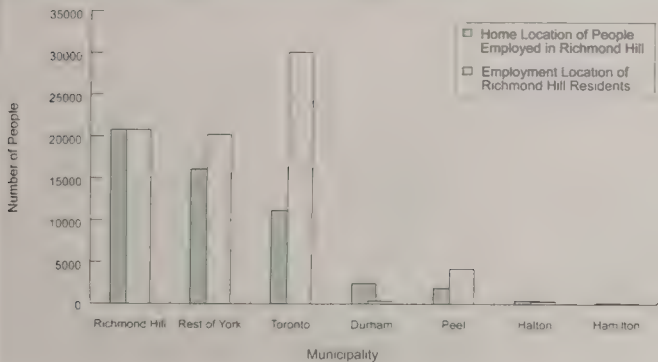
TOWN OF RICHMOND HILL

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE

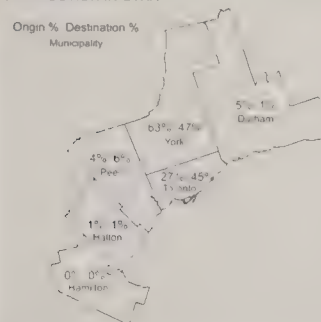


EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

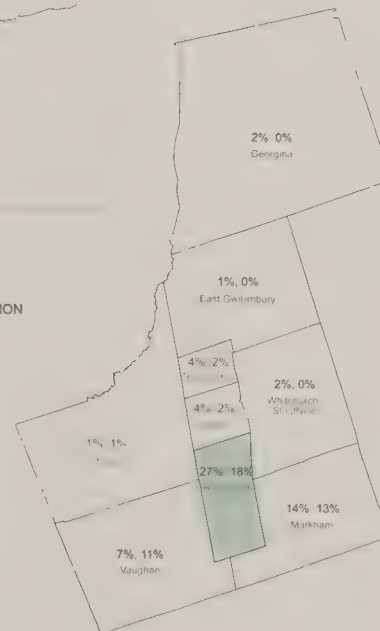


Origin % Distribution of work trips destined for Richmond Hill
Total: 40,100

Destination % Distribution of work trips made by Richmond Hill residents
Total: 60,900

DISTRIBUTION IN YORK REGION

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	51,000
	42,500
	11,500
	14,700

Dwelling Type	House	Townhouse	Apartment
	74%	13%	13%
	78%	7%	15%
	74%	7%	20%
	61%	n/a	19%

Household Size (persons)	1	2	3	4	5+
	13%	26%	21%	26%	15%
	11%	24%	22%	26%	15%
	14%	25%	21%	24%	16%
	10%	31%	21%	23%	15%

No. of Available Vehicles	0	1	2	3	4+
	5%	11%	49%	13%	2%
	4%	25%	51%	12%	3%
	6%	32%	49%	11%	3%
	6%	30%	48%	10%	6%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Daily
	3.1	1.7	2.1	1.8	8.7
	3.2	1.7	2.1	1.8	7.1
	3.1	1.6	2.0	1.7	8.5
	3.1	1.7	2.0	1.8	6.6

TOTAL POPULATION:	158,000
	133,200
	97,400
	45,200

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	76,700	71%	44%	6%	5%	27%
	65,700	69%	46%	6%	3%	28%
	47,300	68%	47%	4%	2%	28%
	22,100	72%	56%	4%	1%	21%
Female	81,300	65%	32%	10%	3%	25%
	67,500	66%	33%	11%	2%	26%
	50,100	63%	32%	11%	1%	26%
	23,100	60%	35%	12%	2%	23%
Median	39.3	13%	8%	13%	29%	12%
Age	35.2	16%	8%	12%	33%	20%
	34.1	16%	7%	12%	36%	18%
	30.1	16%	6%	18%	33%	19%
Daily trips/Person (age 11+):	2.5	2.5	2.5	2.5	2.5	2.5
Daily work trips/Worker:	0.78	0.78	0.78	0.78	0.78	0.78

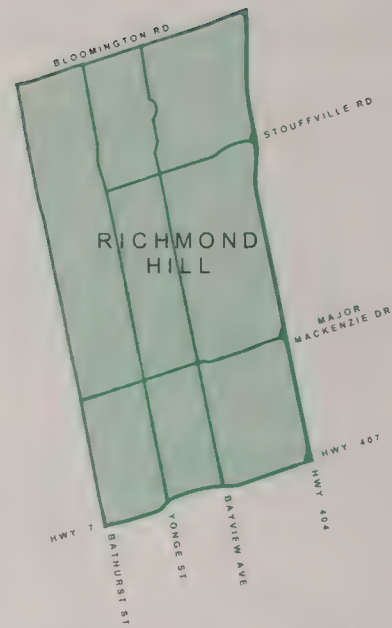
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF RICHMOND HILL

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel				Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train		
6-9 a.m.	89,400	26.1%	44%	22%	22%	12%	63%	14%	9%	4%	5%	5%
	24,300	47%	47%	23%	20%	10%	64%	14%	8%	4%	5%	6%
	51,200	25.0%	50%	24%	18%	9%	65%	13%	9%	2%	17%	7%
	21,900	24.3%	65%	20%	10%	5%	66%	9%	12%	1%	5%	7%
24 hours	343,000	31%	13%	40%	18%		67%	17%	7%	2%	4%	3%
	297,000	31%	13%	39%	17%		69%	17%	6%	2%	3%	3%
	204,700	33%	14%	38%	15%		70%	16%	7%	1%	3%	4%
	90,200	38%	13%	36%	12%		69%	13%	8%	1%	4%	5%
Percentage of trips made within district: 6-9 a.m. =			38%	24 hours =	41%	Median Trip Length (km):	7.1	4.4	16.9	26.2		
			35%		38%		7.3	4.4	17.9	25.7		
			35%		40%		7.5	4.0	14.1	25.0		
			27%		37%		8.3	5.5	17.1	24.8		

TRIPS TO RICHMOND HILL

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel				Walk & Cycle	Other
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train		
6-9 a.m.	61,900	20.7%	43%	25%	7%	24%	66%	17%	4%	-	7%	6%
	50,100	19.8%	43%	28%	5%	24%	64%	16%	5%	-	7%	6%
	40,000	21.6%	53%	24%	6%	17%	67%	13%	5%	-	6%	9%
	16,700	19.7%	64%	21%	3%	12%	67%	11%	6%	-	7%	10%
24 hours	299,100		14%	6%	48%	32%	68%	18%	6%	9%	4%	1%



LEGEND

2006 TTS

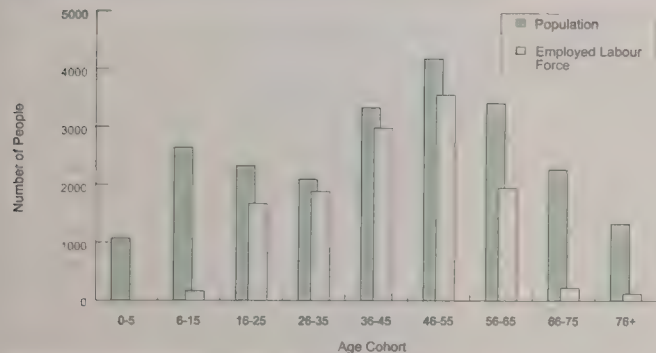
1986 TTS



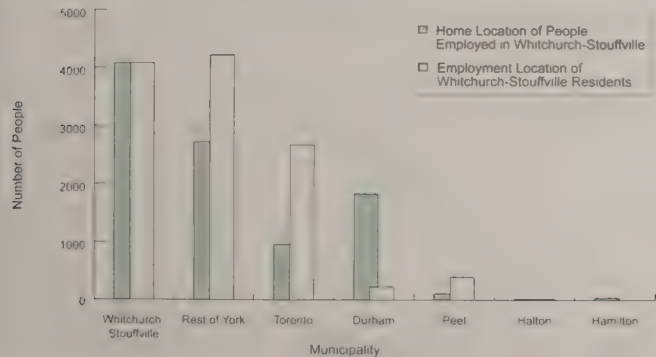
TOWN OF WHITCHURCH-STOUFFVILLE

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



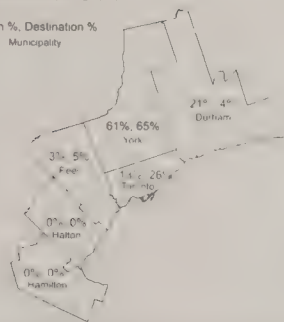
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality

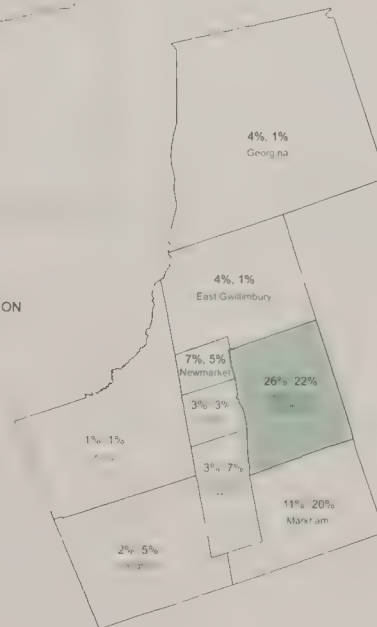


Origin % Distribution of work trips destined for Whitchurch-Stouffville
Total 7,600

Destination % Distribution of work trips made by Whitchurch-Stouffville residents
Total 8,600

DISTRIBUTION IN YORK REGION

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS

Dwelling Type	House		Townhouse		Apartment
	86%		3%		9%
	90%		3%		8%
	88%		1%		10%
	89%		n/a		11%
Household Size (persons)	1	2	3	4	5+
	16%	40%	18%	16%	9%
	15%	38%	15%	21%	12%
	19%	29%	16%	22%	13%
	12%	29%	22%	26%	12%
No. of Available Vehicles	0	1	2	3	4+
	3%	25%	51%	14%	8%
	3%	30%	49%	13%	5%
				16%	4%
				19%	6%
Household Averages	Persons	Workers	Drivers	Vehicles	Tnps/Day
	2.7	1.7	2.0	2.1	5.9
	2.8	1.8	2.1	2.2	6.3

TOTAL POPULATION

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	11,300	78%	44%	7%	9%	20%	
	10,500	71%	47%	4%	5%	24%	
	9,300	70%	48%	5%	3%	23%	
	7,400	74%	57%	2%	3%	20%	
Female	11,300	76%	31%	14%	6%	16%	
	10,200	69%	32%	10%	4%	20%	
	9,800	65%	29%	14%	2%	25%	
	7,300	63%	28%	10%	2%	21%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	44.7	10%	6%	10%	24%	30%	18%
	38.5	17%	8%	8%	33%	21%	13%
	35.0	17%	8%	10%	33%	19%	12%
	30.7	15%	9%	13%	36%	19%	7%
Daily tnps/Person (age 11+):		2.5		Daily work tnps/Worker:			

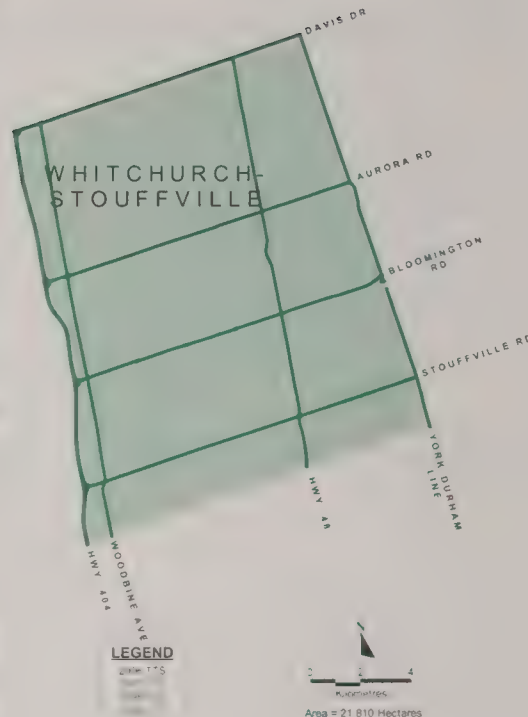
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF WHITCHURCH-STOUFFVILLE

Time Period	Tnps	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	10,700	21.2%	54%	16%	19%	11%	75%	10%	1%	4%	5%	7%
	9,000	20.3%	50%	16%	15%	9%	74%	9%	1%	3%	6%	8%
	9,000	21.6%	60%	20%	12%	8%	72%	9%	2%	2%	6%	9%
	6,800	21.9%	62%	21%	11%	7%	70%	12%	3%	2%	6%	7%
24 hours	50,300		31%	8%	44%	17%	78%	15%	1%	2%	3%	3%
	46,200		32%	9%	41%	18%	75%	14%	0%	1%	4%	4%
	41,800		32%	11%	40%	16%	74%	15%	1%	1%	5%	4%
	31,100		33%	12%	38%	17%	73%	15%	1%	1%	5%	5%
Percentage of trips made within district. 6-9 a.m. =			31%	24 hours =	34%	Median Tnp Length (km):	11.6	9.4	35.5	38.1		
			30%		34%		12.1	10.1	15.9	37.4		
			27%		34%		12.5	10.6	42.4	36.8		
			26%		33%		13.5	10.3	35.5	35.4		

TRIPS TO WHITCHURCH-STOUFFVILLE

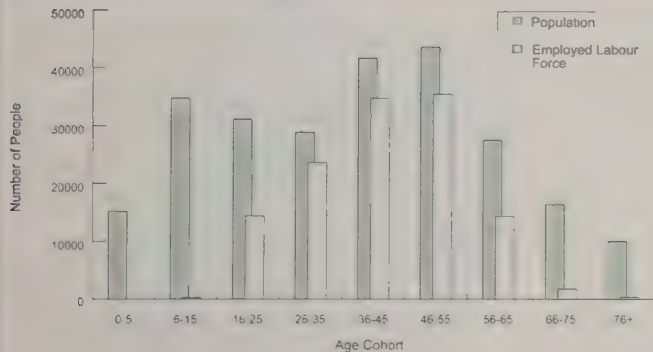
Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	8,100	18.5%	61%	13%	5%	21%	77%	10%	1%	*	6%	5%
	7,000	17.9%	55%	17%	4%	23%	74%	11%	*	*	8%	7%
	5,800	17.1%	58%	24%	5%	15%	68%	11%	*	*	14%	7%
	4,300	16.8%	63%	23%	4%	10%	65%	13%	*	*	11%	11%
24 hours	43,700		17%	3%	48%	32%	77%	15%	1%	1%	4%	3%
	39,300		14%	4%	48%	34%	77%	14%	*	1%	5%	3%
	34,300		15%	6%	51%	28%	73%	15%	0%	1%	7%	4%
	25,300		14%	5%	51%	29%	71%	16%	1%	0%	6%	6%



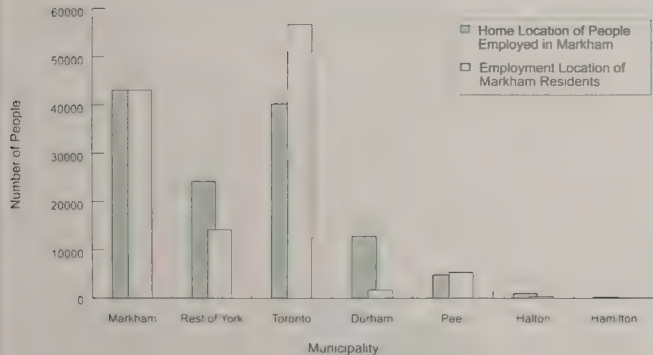
TOWN OF MARKHAM

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



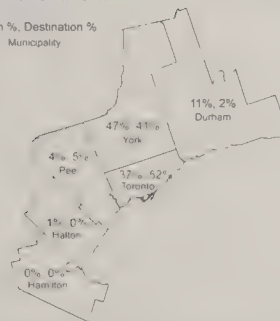
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin %, Destination %
Municipality

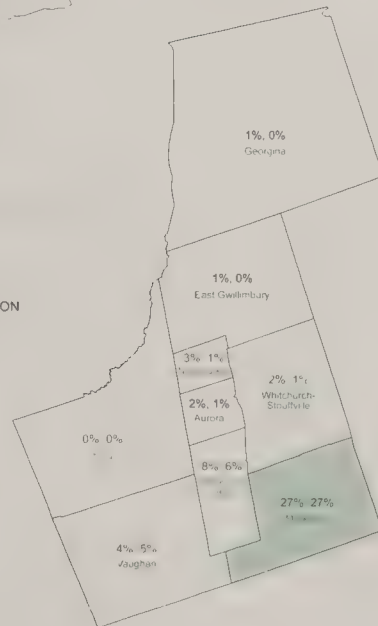


Origin % Distribution of work trips destined for Markham
Total 101,300

Destination % Distribution of work trips made by Markham residents
Total 97,800

DISTRIBUTION IN YORK REGION

Origin %, Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
77,200					
41,000					
49,400					
43,500					
Dwelling Type	House	Townhouse	Apartment		
	81%	9%	9%		
	82%	9%	9%		
	82%	7%	11%		
	90%	n/a	10%		
Household Size (persons)	1	2	3	4	5+
	9%	26%	22%	27%	16%
	9%	24%	23%	27%	15%
	10%	22%	21%	27%	19%
	7%	23%	21%	31%	18%
No. of Available Vehicles	0	1	2	3	4+
	4%	31%	50%	12%	3%
	3%	27%	51%	14%	4%
	4%	30%	51%	12%	3%
	3%	26%	56%	11%	5%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.2	1.8	2.2	1.8	6.9
	3.2	1.8	2.3	1.9	7.6
	3.3	1.7	2.2	1.8	7.2
	3.4	1.8	2.1	1.9	7.7

TOTAL POPULATION:					
249,000					
198,230					
163,560					
112,400					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home
Male	120,000	72%	45%	5%	5%
	99,300	72%	47%	6%	3%
	80,100	70%	46%	5%	3%
	55,000	68%	54%	4%	1%
Female	129,000	64%	33%	9%	3%
	98,900	67%	34%	11%	2%
	53,400	64%	32%	10%	1%
	57,400	60%	33%	12%	2%
Age	Median	0-10	11-15	16-25	26-45
	39.3	12%	8%	12%	28%
	36.9	13%	8%	15%	31%
	34.4	14%	8%	15%	33%
	30.5	18%	9%	15%	37%
Daily trips/Person (age 11+):	2.5	Daily work trips/Worker:			
	2.7	0.79			
	2.5	0.79			
	2.5	0.81			
	2.6	0.76			



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF MARKHAM

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	136,300	25.4%	45%	22%	23%	10%	62%	15%	8%	3%	8%	4%
	113,300	24.4%	47%	23%	20%	9%	65%	15%	7%	3%	7%	4%
	89,000	25.2%	47%	22%	17%	8%	62%	16%	9%	1%	8%	4%
	55,900	23.7%	59%	23%	12%	5%	63%	10%	12%	1%	8%	6%
24 hours	535,800	32%	32%	13%	40%	15%	67%	17%	7%	2%	5%	2%
	163,600	30%	30%	13%	40%	16%	69%	16%	6%	1%	4%	2%
	353,700	32%	32%	16%	38%	14%	67%	19%	6%	1%	5%	2%
	236,200	35%	35%	15%	36%	15%	67%	14%	8%	1%	6%	4%
Percentage of trips made within district. 6-9 a.m. =			48%	24 hours =			Median Trip Length (km):	5.9	4.1	17.0	25.7	
			46%					6.1	4.2	17.1	25.3	
			45%					5.9	4.0	16.5	25.0	
			32%					7.0	5.1	15.6	24.5	

TRIPS TO MARKHAM

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	134,000	25.2%	53%	19%	5%	20%	69%	16%	4%	*	8%	4%
	124,400	25.6%	59%	19%	5%	17%	72%	14%	4%	*	6%	4%
	97,500	26.0%	59%	23%	3%	15%	67%	16%	5%	*	8%	4%
	55,300	23.6%	69%	19%	3%	9%	69%	10%	7%	*	6%	6%
24 hours	531,800	19%	19%	6%	43%	33%	70%	17%	5%	1%	5%	2%
	406,600	21%	21%	5%	40%	34%	72%	17%	4%	1%	4%	2%
	375,100	21%	21%	5%	40%	32%	69%	16%	5%	0%	5%	2%
	234,000	21%	21%	6%	43%	30%	69%	15%	7%	0%	6%	4%

LEGEND

2:00 P.M.

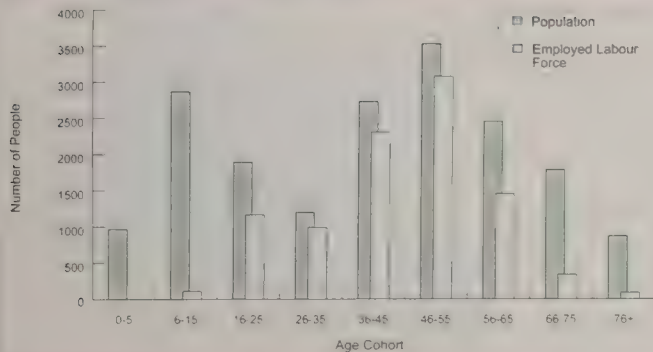


Area = 20,620 Hectares

TOWNSHIP OF KING

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin %, Destination %
Municipality

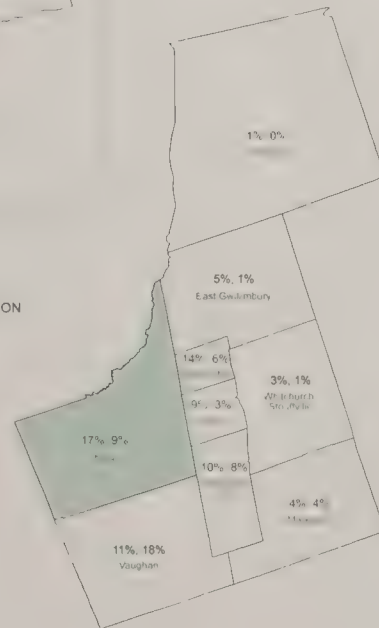


Origin % Distribution of work trips destined for King
Total 3,300

Destination % Distribution of work trips made by King residents
Total 6,200

DISTRIBUTION IN YORK REGION

Origin %, Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	6,400
	6,100
	6,000
	5,200

Dwelling Type	House	Townhouse	Apartment
	98%	*	2%
	98%	*	4%
	96%	*	4%
	95%	n/a	5%

Household Size (persons)	1	2	3	4	5+
	12%	38%	18%	19%	13%
	8%	39%	18%	21%	13%
	11%	29%	22%	26%	11%
	9%	30%	17%	25%	18%

No. of Available Vehicles	0	1	2	3	4+
	1%	20%	53%	19%	7%
	2%	19%	58%	15%	6%
	2%	20%	53%	19%	7%
	*	18%	47%	19%	15%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9	1.8	2.1	2.1	6.4
	3.0	1.7	2.1	2.1	6.4
	3.0	1.6	2.2	2.2	6.4
	3.2	1.8	2.3	2.4	6.9

TOTAL POPULATION:	18,300
	18,000
	18,000
	15,900

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	9 000	75%	42%	5%	11%	23%	
	9 000	73%	41%	5%	9%	23%	
	9 700	71%	45%	5%	4%	28%	
	8 100	77%	59%	5%	2%	21%	
Female	9 300	74%	26%	12%	8%	24%	
	9 000	71%	27%	12%	4%	22%	
	8 400	73%	31%	12%	3%	20%	
	7 800	69%	32%	12%	4%	24%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	43.8	13%	8%	10%	22%	29%	17%
	39.7	16%	8%	9%	28%	26%	13%
	36.1	17%	7%	10%	33%	23%	11%
	31.6	13%	7%	20%	31%	20%	7%
Daily trips/Person (age 11+):		2.6	Daily work trips/Worker:				0.69
		2.5					0.70
		2.6					0.76
		2.4					0.72

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF KING

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	8,200	20.0%	49%	25%	17%	9%	68%	11%	1%	3%	1%	16%
	8,200	21.9%	51%	27%	15%	7%	71%	6%	1%	1%	2%	19%
	8,600	23.0%	60%	22%	10%	8%	76%	8%	-	-	3%	12%
	7,900	24.1%	63%	21%	11%	6%	75%	7%	2%	-	3%	12%
24 hours	41,000		28%	10%	42%	19%	74%	16%	1%	1%	1%	7%
	37,200		30%	12%	40%	19%	75%	14%	1%	0%	1%	8%
	38,400		34%	10%	39%	17%	79%	12%	0%	0%	2%	6%
	32,600		36%	13%	34%	16%	77%	11%	1%	-	2%	8%
Percentage of trips made within district: 6-9 a.m. =	27%						Median Trip Length (km):	14.0	11.1	31.3	35.3	
	28%							14.0	11.7	40.7	34.5	
	21%							16.3	16.7	9.9	33.8	
	11%							17.2	14.6	33.5	-	

TRIPS TO KING

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	6,800	21.6%	33%	41%	2%	23%	58%	17%	7%	-	2%	17%
	6,900	23.9%	34%	44%	3%	19%	59%	15%	1%	-	2%	23%
	5,800	20.5%	34%	44%	4%	18%	59%	13%	2%	-	4%	22%
	3,700	16.5%	43%	40%	5%	12%	63%	14%	3%	-	6%	12%
24 hours	31,400		33%	41%	2%	23%	58%	17%	7%	-	2%	17%
	31,400		34%	44%	3%	19%	59%	15%	1%	-	2%	23%
	31,400		34%	44%	4%	18%	59%	13%	2%	-	4%	22%
	31,400		43%	40%	5%	12%	63%	14%	3%	-	6%	12%



LEGEND

Scale: 1:10,000

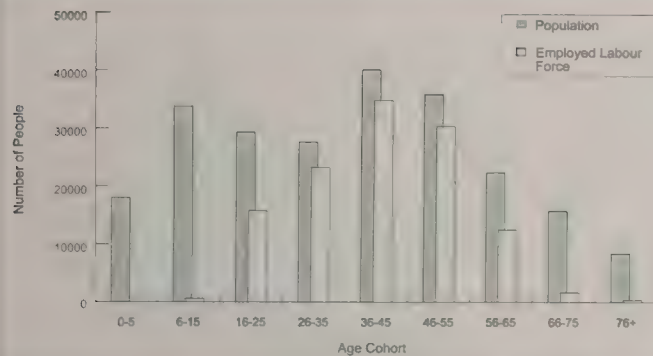


Area: 14,561 Hectares

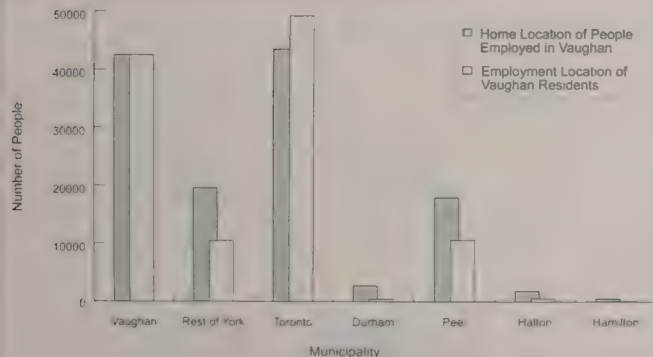
CITY OF VAUGHAN

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



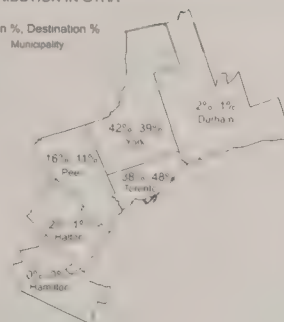
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

DISTRIBUTION IN GTHA

Origin %, Destination %
Municipality

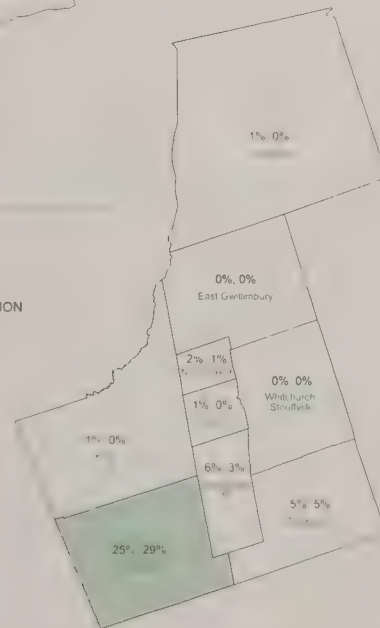


Origin % Distribution of work trips destined for Vaughan
Total 105,600

Destination % Distribution of work trips made by Vaughan residents
Total 91,600

DISTRIBUTION IN YORK REGION

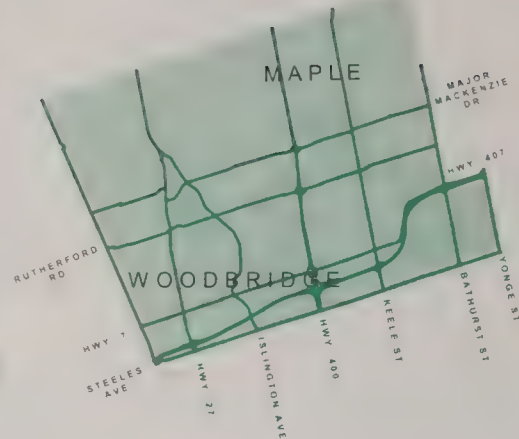
Origin %, Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
	69,500	8%			
	51,600	8%			
	36,900	5%			
	17,600	n/a			
Dwelling Type	House	Townhouse	Apartment		
	84%	8%	8%		
	83%	6%	11%		
	66%	5%	10%		
	96%	n/a	4%		
Household Size (persons)	1	2	3	4	5+
	6%	24%	22%	29%	17%
	7%	22%	21%	30%	19%
	7%	21%	21%	31%	21%
	n/a	n/a	n/a	n/a	23%
No. of Available Vehicles	0	1	2	3	4+
	4%	27%	52%	13%	4%
	4%	26%	50%	15%	6%
	3%	24%	54%	14%	5%
	2%	25%	52%	11%	6%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.3	1.8	2.2	1.9	6.9
	3.4	1.9	2.3	2.1	7.5
	3.5	1.8	2.2	1.9	7.0
	3.6	2.0	2.2	1.9	7.6

TOTAL POPULATION:		231,200 188,500 127,800 64,900					
		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	114,600	71%	48%	5%	5%	26%	
	94,500	70%	50%	6%	3%	25%	
	64,100	68%	48%	5%	2%	28%	
	31,500	66%	55%	5%	1%	27%	
Female	116,600	62%	33%	11%	3%	25%	
	94,300	63%	35%	12%	2%	26%	
	63,700	62%	32%	16%	1%	27%	
	32,500	57%	36%	10%	2%	26%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	36.9	15%	8%	13%	29%	23%	12%
	33.1	16%	8%	14%	34%	20%	8%
	32.3	18%	8%	14%	35%	18%	7%
	27.9	20%	8%	16%	38%	13%	4%
Daily trips/Person (age 11+):		2.4	Daily work trips/Worker:				0.77
		2.6					0.81
		2.5					0.79
		2.4					0.78



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF VAUGHAN

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Auto Driver	Auto Passenger	Mode of Travel		Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB			Local Transit	GO Train		
6 - 9 a.m.	125,200	26.2%	48%	22%	20%	11%	66%	14%	8%	2%	6%	5%
	106,400	25.5%	51%	22%	17%	10%	67%	14%	7%	1%	6%	6%
	66,700	15.6%	51%	26%	15%	8%	64%	13%	8%	1%	8%	6%
	32,500	26.7%	62%	20%	12%	6%	64%	12%	12%	0%	4%	9%
24 hours	477,200		33%	14%	38%	15%	69%	16%	7%	1%	4%	3%
	417,900		35%	13%	37%	15%	71%	16%	5%	0%	4%	3%
	260,100		35%	15%	36%	14%	69%	16%	6%	0%	5%	3%
	122,000		40%	15%	32%	14%	68%	14%	8%	0%	4%	5%
Percentage of trips made within district			6-9 a.m. =	43%	24 hours =	45%	Median Trip Length (km):					
				41%		42%	6.6	4.8	13.5	24.3		
				38%		39%	6.4	4.4	15.9	22.4		
				23%		27%	7.8	6.8	15.2	22.1		

TRIPS TO VAUGHAN

Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passenger	Mode of Travel		Walk & Cycle	Other
			Work	School	Home	Other			Local Transit	GO Train		
6 - 9 a.m.	119,900	25.1%	60%	17%	4%	18%	71%	15%	4%	-	6%	5%
	105,400	25.4%	64%	17%	4%	15%	71%	14%	4%	-	6%	5%
	75,500	27.5%	67%	18%	3%	12%	70%	13%	5%	-	7%	5%
	39,300	28.6%	81%	9%	2%	8%	73%	10%	8%	-	3%	5%
24 hours	478,200		22%	5%	42%	31%	71%	17%	5%	0%	4%	3%
	415,600		23%	5%	43%	30%	72%	17%	4%	0%	4%	3%
	274,800		25%	5%	41%	29%	72%	16%	5%	0%	5%	3%
	136,800		30%	4%	38%	28%	71%	14%	7%	-	3%	4%

LEGEND

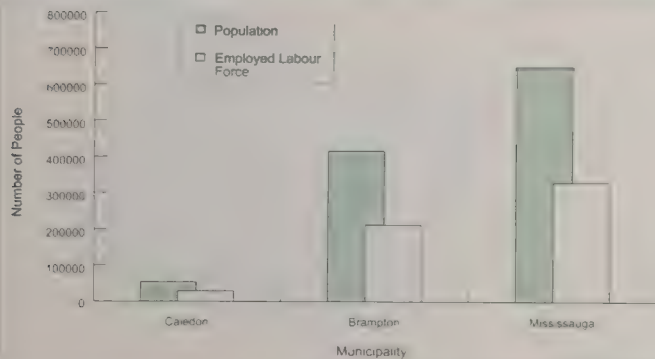
0 1 2 3 4 Kilometres



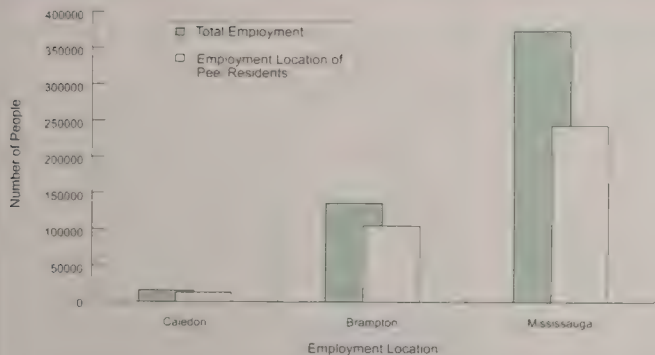
REGIONAL MUNICIPALITY OF PEEL

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Peel Region
Total 425,000

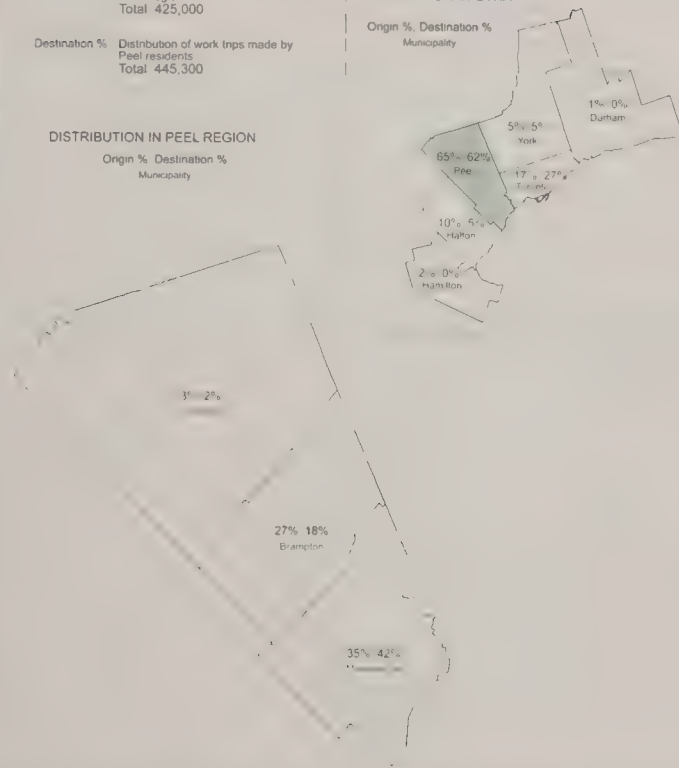
Destination % Distribution of work trips made by Peel residents
Total 445,300

DISTRIBUTION IN PEEL REGION

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



REGIONAL MUNICIPALITY OF PEEL

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS

Dwelling Type	House 70%	Townhouse 1%	Apartment 1%
Household Size (persons)	1 2 3 4 5+	13% 27% 20% 24% 16%	14% 27% 20% 24% 16%
No. of Available Vehicles	0 1 2 3 4+	6% 37% 43% 10% 3%	6% 36% 44% 11% 3%
Household Averages	Persons Workers Drivers Vehicles Trps/Day	3.1 1.7 2.0 1.7 8.5	3.1 1.7 2.0 1.7 8.5

TOTAL POPULATION:

1,115,100
954,200
812,500
577,000

	Population	Licensed Drivers	Full Time	Part Time	Work at Home	Student
Male	544,000	67%	58%	4%	4%	2%
Female	570,900	59%	34%	9%	3%	24%
Age	Median 36.3	0-10 15%	11-15 8%	16-25 12%	26-45 30%	46-64 1%
Daily trips/Person (age 11+)	2.5	2.5	2.5	2.5	2.5	2.5

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF PEEL REGION

Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Mode of Travel Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	595,000	25.4%	47%	22%	20%	11%	63%	15%	6%	4%	4%	1%
24 hours	2,340,500	34%	13%	38%	15%	15%	67%	17%	6%	2%	5%	3%
Percentage of trips made within district:			72%	73%	73%	73%	6.5	4.4	7.8	27.1		

TRIPS TO PEEL REGION

Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passing	Mode of Travel Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	553,200	24.6%	52%	23%	6%	19%	67%	15%	5%	0%	8%	5%
24 hours	2,142,200	34%	13%	38%	15%	15%	67%	17%	6%	2%	5%	3%

CALEDON

BRAMPTON

MISSISSAUGA

LEGEND

2000:115

0 5 10
Kilometres

Area: 126,384 Hectares

TRANSPORTATION
TOMORROW
SUNCE



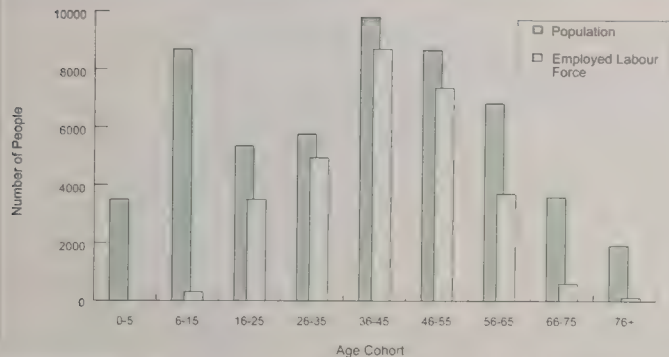
datamanagementgroup

2000:115

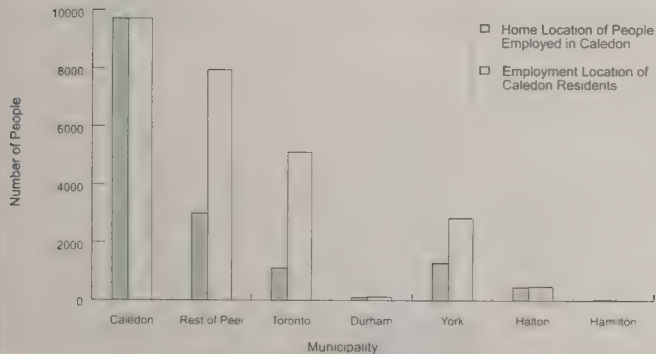
TOWN OF CALEDON

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



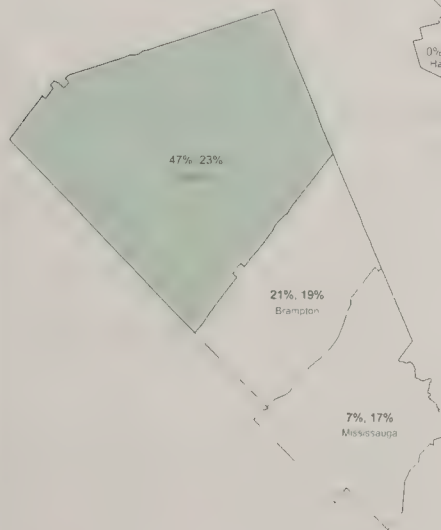
WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Caledon
Total 10,200

Destination % Distribution of work trips made by Caledon residents
Total 20,400

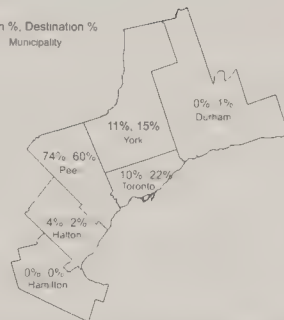
DISTRIBUTION IN PEEL REGION

Origin %, Destination %
Municipality



DISTRIBUTION IN GTHA

Origin %, Destination %
Municipality



TOWN OF CALEDON

REGIONAL MUNICIPALITY OF PEEL

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS

18 200
16 100
12 700
8 900

Dwelling Type	House	Townhouse	Apartment
	94%	3%	3%
	93%	3%	4%
	93%	2%	5%
	95%	n/a	5%

Household Size (persons)

	1	2	3	4	5+
	11%	34%	21%	23%	11%
	10%	29%	21%	28%	13%
	10%	32%	21%	25%	12%
	8%	27%	20%	27%	18%

No. of Available Vehicles

	0	1	2	3	4+
	2%	21%	54%	16%	7%
	2%	19%	55%	15%	9%
	2%	24%	55%	13%	6%
	1%	21%	48%	17%	13%

Household Averages

	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.0	1.8	2.1	2.1	6.8
	3.0	1.9	2.2	2.1	6.6
	3.0	1.6	2.1	2.0	6.4
	3.2	1.8	2.3	2.3	7.8

TOTAL POPULATION:

54 200
49 100
36 100
24 400

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	26,900	73%	46%	5%	9%	23%	
	25,000	74%	51%	6%	5%	24%	
	18,400	72%	50%	4%	4%	24%	
	15,200	71%	56%	6%	3%	27%	
Female	27,300	70%	33%	10%	8%	24%	
	24,100	71%	37%	11%	4%	23%	
	19,700	67%	32%	13%	2%	25%	
	13,700	70%	29%	15%	2%	25%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.4	15%	8%	10%	29%	26%	12%
	36.3	16%	7%	12%	33%	24%	8%
	34.4	16%	8%	11%	34%	20%	9%
	31.1	15%	10%	16%	35%	18%	6%
Daily trips/Person (age 11+):		2.6	Daily work trips/Worker			0.75	
		2.6				0.78	
		2.5				0.80	
		2.5				0.79	

Employment Status



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CALEDON

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	27,300	22.7%	53%	22%	18%	9%	73%	8%	0%	1%	5%	12%
	25,500	24.1%	56%	22%	13%	8%	72%	9%	1%	1%	3%	14%
	20,900	25.8%	54%	23%	14%	8%	72%	9%	0%	1%	3%	14%
	14,200	22.8%	64%	22%	9%	4%	72%	9%	1%	1%	3%	14%
24 hours	120,100	32%	32%	11%	39%	18%	76%	14%	0%	1%	3%	6%
	105,700	35%	35%	12%	35%	18%	77%	12%	0%	1%	3%	7%
	81,100	36%	36%	12%	36%	16%	76%	12%	0%	0%	3%	8%
	62,000	35%	35%	15%	36%	14%	73%	14%	0%	0%	3%	9%
Percentage of trips made within district:	6-9 a.m.	=	37%	24 hours	=	38%	Median Trip Length (km):	13.7	10.6	36.6	43.4	
			33%			33%		17.0	11.9	36.8	44.3	
			36%			36%		16.6	11.7	36.2	37.5	
			32%			32%		18.7	16.3	35.7	44.9	

TRIPS TO CALEDON

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	16,200	18.2%	43%	32%	7%	19%	61%	11%	*	*	8%	20%
	14,100	18.4%	42%	37%	3%	18%	60%	12%	1%	*	4%	22%
	12,600	21.3%	39%	38%	5%	16%	56%	12%	1%	*	6%	25%
	6,200	14.1%	45%	41%	5%	10%	58%	7%	*	*	5%	30%
24 hours	89,300	12%	12%	6%	55%	27%	73%	15%	0%	0%	4%	8%
	76,400	12%	12%	7%	57%	25%	74%	13%	1%	0%	3%	9%
	59,400	12%	12%	9%	57%	23%	72%	13%	0%	0%	3%	11%
	43,600	9%	9%	9%	61%	21%	71%	13%	0%	0%	3%	12%

LEGEND

2006 TTS

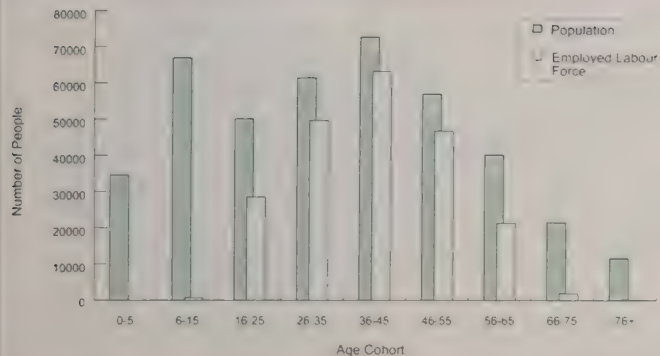


Area = 69 490 Hectares

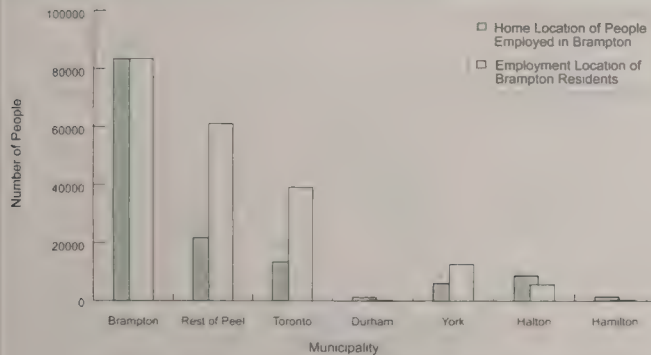
CITY OF BRAMPTON

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Brampton
Total 110,100

Destination % Distribution of work trips made by Brampton residents
Total 168,500

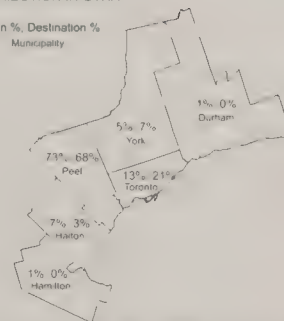
DISTRIBUTION IN PEEL REGION

Origin % Destination %
Municipality



DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 125,900
27,800
81,700
57,300

TOTAL POPULATION: 416,400
+1,594
255,704
160,246

Dwelling Type	House	Townhouse	Apartment
	78%	9%	14%
	73%	9%	18%
	72%	9%	20%
	77%	n/a	23%

Household Size (persons)	1	2	3	4	5+
	11%	26%	19%	25%	20%
	13%	28%	19%	25%	18%
	11%	26%	21%	25%	16%
	11%	25%	27%	27%	15%

No of Available Vehicles	0	1	2	3	4+
	5%	36%	45%	11%	3%
	6%	35%	45%	11%	3%
	6%	35%	46%	11%	2%
	5%	34%	46%	11%	4%

Household Averages	Persons	Workers	Drivers	Vehicles	Tnps/Day
	3.3	1.8	2.0	1.7	6.7
	3.2	1.8	2.0	1.7	6.8
	3.2	1.7	2.0	1.7	6.5
	3.2	1.8	2.0	1.8	7.0

Employment Status

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	205,200	67%	48%	5%	3%	26%	
	*54,800	67%	51%	6%	2%	25%	
	*25,300	67%	52%	5%	2%	25%	
	*4,900	67%	59%	4%	1%	25%	
Female	211,200	57%	35%	9%	2%	24%	
	158,200	59%	38%	10%	1%	24%	
	167,700	58%	36%	11%	1%	25%	
	90,100	58%	38%	10%	1%	24%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	34.5	16%	8%	12%	32%	21%	9%
	32.3	18%	7%	13%	35%	19%	7%
	31.1	18%	7%	14%	37%	17%	6%
	28.4	18%	8%	17%	36%	14%	4%

Daily tnps/Person (age 11+): 2.4 Daily work tnps/Worker: 0.80

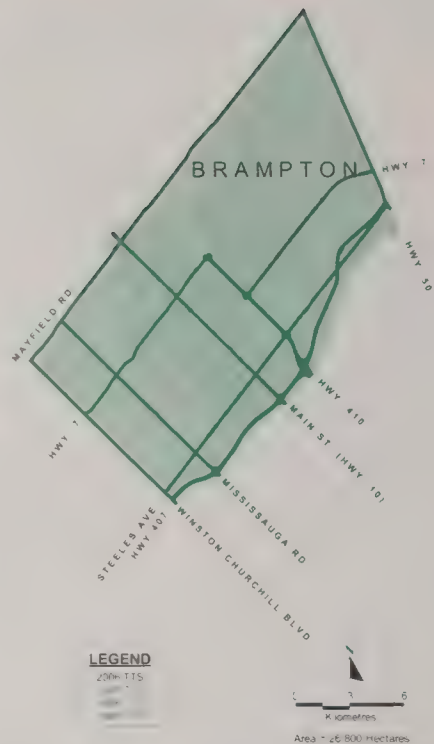
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF BRAMPTON

Trip Purpose Category							Mode of Travel							
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other		
6 - 9 a.m.	218,600	26.1%	47%	22%	20%	11%	64%	16%	5%	3%	7%	5%		
	170,900	25.8%	50%	21%	19%	11%	66%	15%	4%	2%	8%	4%		
	132,100	25.0%	54%	22%	16%	8%	65%	15%	5%	2%	9%	4%		
	89,600	24.4%	63%	19%	12%	6%	66%	12%	7%	2%	9%	5%		
24 hours	837,500		36%	13%	37%	14%	68%	18%	5%	1%	5%	3%		
	661,700		36%	12%	37%	15%	70%	17%	4%	1%	5%	2%		
	528,900		38%	12%	36%	14%	70%	17%	4%	1%	6%	2%		
	366,600		39%	13%	34%	14%	68%	16%	5%	1%	7%	3%		
Percentage of trips made within district: 6-9 a.m. =							55%	24 hours =	58%	Median Trip Length (km):	7.0	4.8	7.4	30.9
							53%	58%	6.5	4.3	6.4	31.1		
							53%	59%	6.3	4.2	6.0	30.5		
							52%	61%	5.5	4.0	4.4	29.7		

TRIPS TO BRAMPTON

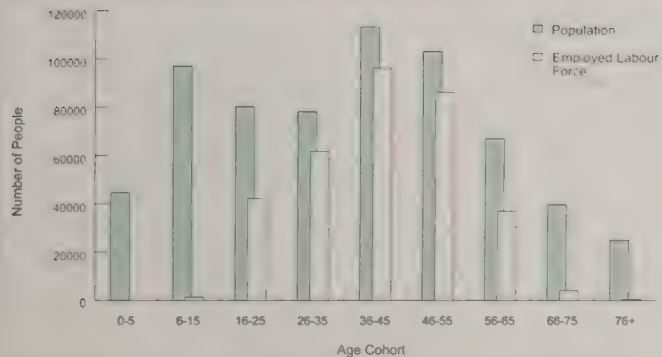
TRIPS TO BRAMPTON			Destination Purpose				Mode of Travel					
Time Period	Trips	% of 24 hr	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	163,200	22.2%	43%	27%	8%	21%	63%	17%	4%	*	10%	6%
	131,200	22.0%	47%	26%	7%	20%	65%	16%	4%	*	10%	5%
	99,500	21.0%	50%	28%	6%	16%	63%	15%	4%	*	12%	5%
	70,600	21.1%	60%	24%	3%	12%	65%	11%	6%	0%	11%	5%
24 hours	735,100		15%	7%	48%	30%	67%	18%	5%	1%	6%	3%
	595,200		16%	6%	47%	31%	70%	18%	4%	1%	6%	3%
	472,700		18%	7%	48%	29%	69%	18%	3%	1%	7%	3%
	335,000		17%	7%	47%	28%	68%	16%	5%	1%	7%	3%



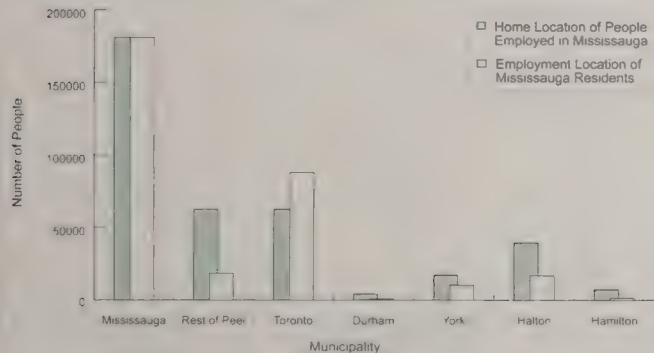
CITY OF MISSISSAUGA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



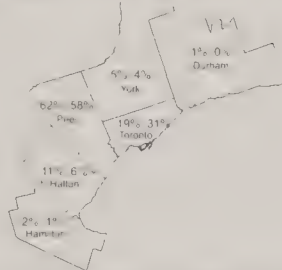
WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Mississauga
Total 304,700

Destination % Distribution of work trips made by Mississauga residents
Total 256,400

DISTRIBUTION IN GTHA

Origin % Destination % Municipality



DISTRIBUTION IN PEEL REGION

Origin % Destination % Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	214 900
	194 700
	172 900
	120 900

Dwelling Type	House	Townhouse	Apartment
	63%	14%	24%
	63%	8%	29%
	59%	11%	31%
	68%	n/a	32%

Household Size (persons)	1	2	3	4	5+
	14%	28%	21%	23%	14%
	15%	27%	20%	24%	15%
	15%	28%	20%	24%	14%
	12%	28%	21%	25%	14%

No. of Available Vehicles	0	1	2	3	4+
	7%	39%	41%	9%	3%
	7%	38%	42%	10%	3%
	7%	39%	42%	9%	2%
	5%	39%	44%	8%	3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.0	1.6	1.9	1.6	6.4
	3.0	1.7	2.0	1.6	6.6
	3.0	1.6	1.9	1.6	6.2
	3.0	1.7	1.9	1.7	6.7

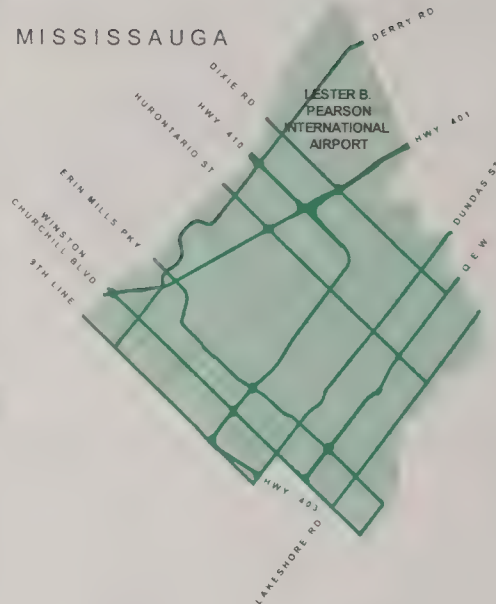
TOTAL POPULATION:	648 600
	592 100
	518 700
	368 100

	Population	Licensed Drivers	Full Time	Part Time	Work at Home	Student
Male	316 200	n/a	4+	-	3	2
	292 700					
	258 100					
	181 600					
Female	332 300	n/a	14	1	1	1
	299 400					
	260 600					
	185 500					

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	37.6	14	2	1	26	45	11
	34.4						
	32.5						
	27.1						

Daily trips/Person (age 11+)	1.6	Daily work trips/Worker	1.1
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MISSISSAUGA



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF MISSISSAUGA

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Auto Driver	Auto Passng.	Mode of Travel		Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB			Local Transit	GO Train		
6 - 9 a.m.	349 100	25.2%	46%	23%	21%	11%	61%	15%	7%	5%	8%	4%
	317 800	24.5%	51%	22%	18%	9%	63%	13%	7%	4%	9%	4%
	267 400	24.9%	54%	22%	15%	8%	63%	13%	7%	4%	9%	4%
	189 100	25.3%	63%	18%	12%	7%	63%	11%	9%	4%	9%	3%
24 hours	1 383 000		33%	13%	39%	14%	66%	17%	7%	3%	5%	3%
	1 278 400		34%	13%	38%	15%	68%	16%	6%	2%	5%	2%
	1 074 700		36%	13%	37%	14%	68%	16%	6%	2%	5%	2%
	748 800		39%	13%	34%	14%	67%	15%	7%	2%	7%	3%
Percentage of trips made within district	6-9 a.m. =	63%	24 hours =	67%	Median Trip Length (km):	5.9	4.0	7.9	25.0			
		60%		65%		6.5	4.4	7.0	25.0			
		59%		62%		6.8	4.4	7.1	24.9			
		52%		57%		6.9	4.8	10.7	23.3			

TRIPS TO MISSISSAUGA

Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passng.	Mode of Travel		Walk & Cycle	Other
			Work	School	Home	Other			Local Transit	GO Train		
6 - 9 a.m.	373 700	26.2%	56%	20%	6%	18%	69%	15%	5%	0%	8%	4%
	332 700	25.4%	59%	20%	5%	16%	69%	13%	5%	0%	8%	4%
	261 600	24.4%	61%	21%	4%	14%	68%	14%	5%	0%	9%	4%
	175 500	24.3%	69%	17%	3%	11%	70%	11%	6%	0%	10%	4%
24 hours	1 427 800		21%	6%	41%	31%	68%	16%	6%	1%	5%	3%
	1 307 600		21%	6%	42%	31%	70%	16%	5%	1%	5%	2%
	1 170 000		21%	6%	43%	30%	69%	16%	5%	1%	5%	3%
	720 700		22%	6%	44%	28%	68%	15%	6%	1%	7%	3%

LEGEND

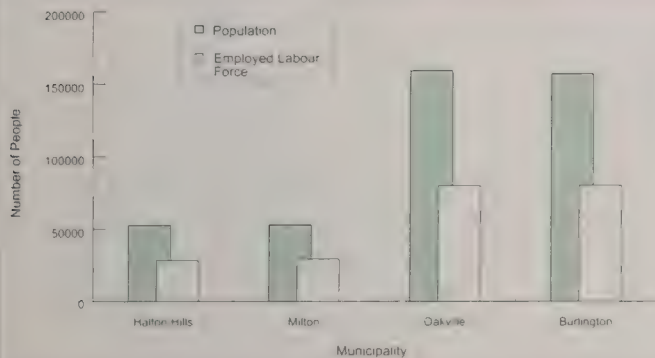
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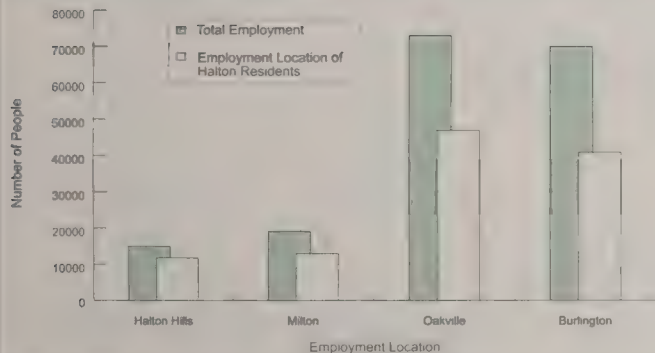
REGIONAL MUNICIPALITY OF HALTON

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Halton Region
Total 136,200

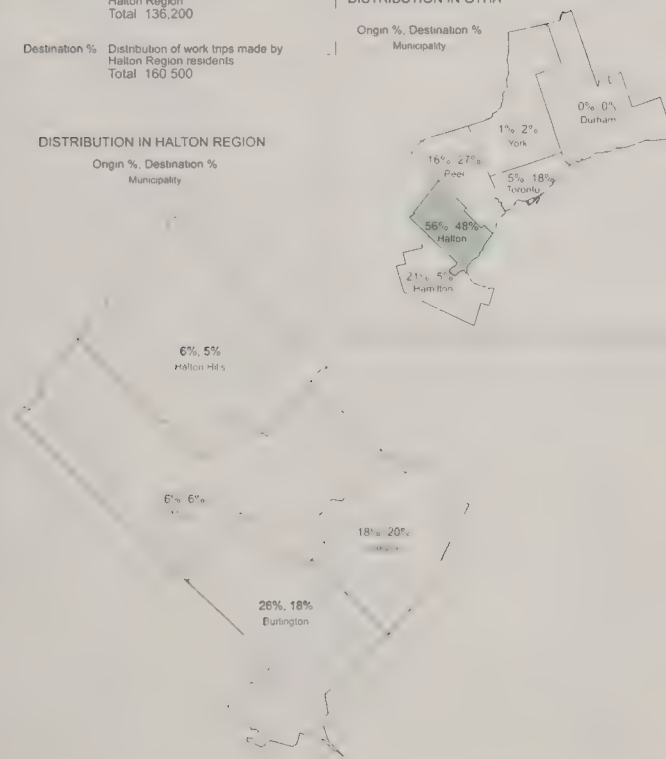
Destination % Distribution of work trips made by Halton Region residents
Total 160,500

DISTRIBUTION IN HALTON REGION

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
	155,900				
	133,600				
	118,400				
	90,200				
Dwelling Type	House	Townhouse	Apartment		
	71%	13%	16%		
	73%	9%	18%		
	71%	10%	20%		
	80%	n/a	20%		
Household Size (persons)	1	2	3	4	5+
	17%	36%	19%	19%	9%
	18%	35%	18%	20%	9%
	18%	32%	19%	21%	11%
	14%	30%	20%	24%	12%
No. of Available Vehicles	0	1	2	3	4+
	6%	24%	44%	19%	1%
	6%	34%	48%	10%	2%
	5%	35%	46%	11%	4%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.5	1.9	1.8	8.3
	2.7	1.5	1.9	1.7	6.4
	2.8	1.5	1.9	1.7	6.4
	2.9	1.6	2.0	1.8	7.3

TOTAL POPULATION:						
	422,700					
	364,100					
	328,300					
	264,600					
Employment Status						
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	204,800	72%	45%	6%	6%	22%
	178,100	72%	48%	5%	4%	23%
	161,000	70%	50%	5%	3%	25%
	131,200	71%	56%	5%	1%	25%
Female	217,900	89%	32%	11%	3%	22%
	186,000	68%	32%	12%	4%	21%
	167,300	67%	32%	13%	2%	23%
	133,400	63%	30%	13%	1%	23%
Age	Median	11-15	16-25	26-45	46-64	65+
	39.9	14%	7%	9%	25%	15%
	37.6	15%	7%	10%	32%	13%
	34.8	16%	7%	11%	30%	13%
	32.4	16%	8%	15%	19%	8%
Daily trips/Person (age 11+):	2.7	2.8	2.8	2.8	0.76	0.77
	2.7	2.8	2.8	2.8	0.77	0.79
	2.8	2.8	2.8	2.8	0.77	0.77
Daily work trips/Worker:	0.76	0.77	0.79	0.77	0.77	0.77

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF HALTON REGION

		Trip Purpose Category				Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6-9 a.m.	223,200	22.8%	48%	19%	22%	10%	69%	12%	1%	6%	5%
	191,100	20.5%	50%	20%	20%	9%	68%	12%	1%	8%	5%
	169,200	22.4%	54%	21%	16%	8%	68%	12%	2%	8%	6%
	127,900	20.9%	61%	19%	14%	6%	69%	10%	3%	5%	5%
24 hours	989,500	29%	29%	10%	44%	17%	73%	16%	1%	3%	5%
	877,400	29%	29%	10%	44%	17%	74%	15%	1%	3%	4%
	754,600	32%	32%	11%	42%	16%	73%	16%	1%	2%	5%
	613,100	32%	32%	11%	40%	16%	71%	15%	2%	2%	6%
Percentage of trips made within district:							Median Trip Length (km):				
6-9 a.m. =							5.2	3.7	4.3	38.1	
24 hours =							5.2	3.6	3.8	37.3	
							5.0	3.6	3.7	36.0	
							4.9	4.2	3.9	37.8	

TRIPS TO HALTON REGION

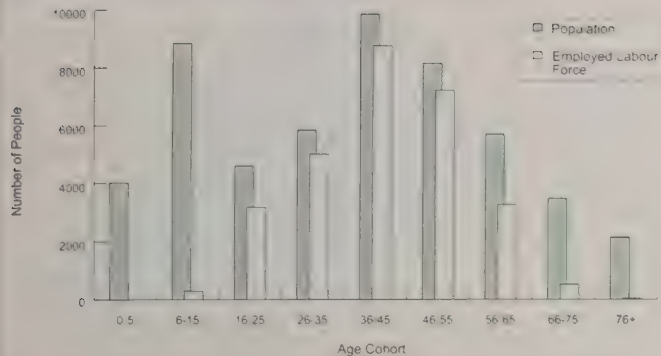
		Destination Purpose				Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6-9 a.m.	191,800	20.5%	48%	22%	7%	23%	70%	14%	2%	0%	8%
	165,800	19.9%	50%	23%	6%	21%	70%	14%	1%	0%	8%
	140,200	19.7%	51%	25%	5%	18%	68%	13%	2%	0%	10%
	101,600	17.9%	57%	23%	5%	14%	69%	11%	4%	0%	10%
24 hours	935,400	15%	15%	5%	44%	37%	73%	16%	1%	2%	5%
	831,900	15%	15%	5%	44%	36%	74%	16%	1%	2%	5%



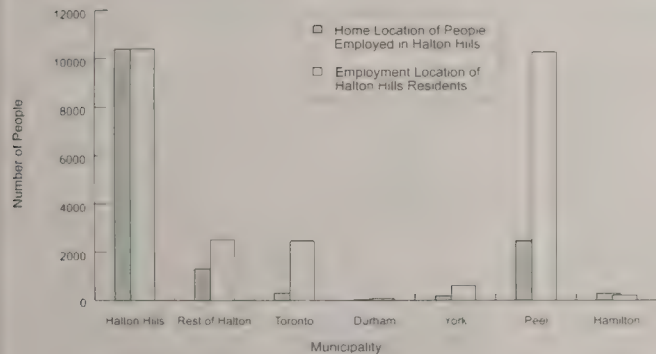
TOWN OF HALTON HILLS

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Halton Hills
Total 10,500

Destination % Distribution of work trips made by Halton Hills residents
Total 20,800

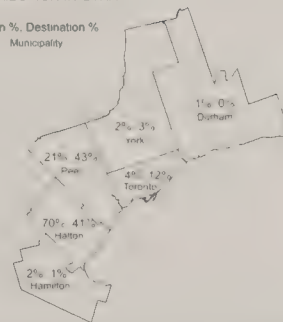
DISTRIBUTION IN HALTON REGION

Origin % Destination %
Municipality



DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



TOWN OF HALTON HILLS

REGIONAL MUNICIPALITY OF HALTON

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:

18,000
16,200
14,300
11,300

Dwelling Type	House	Townhouse	Apartment
	84%	8%	9%
	83%	8%	10%
	80%	7%	12%
	91%	n/a	9%

Household Size (persons)	1	2	3	4	5+
	15%	35%	20%	20%	10%
	15%	34%	18%	23%	10%
	11%	29%	22%	23%	8%
	11%	29%	21%	25%	14%

No. of Available Vehicles	0	1	2	3	4+
	4%	26%	54%	12%	5%
	5%	28%	52%	12%	3%
	5%	34%	50%	10%	2%
	5%	31%	46%	12%	6%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8	1.8	2.0	1.9	6.2
	2.8	1.6	1.9	1.8	6.4
	2.8	1.5	1.8	1.7	6.2
	3.1	1.6	2.0	1.9	7.2

TOTAL POPULATION:

52,700
45,700
39,500
34,500

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	26,100	71%	47%	4%	6%	23%
	22,400	72%	53%	4%	4%	22%
	19,600	70%	53%	4%	2%	24%
	16,700	71%	60%	3%	1%	21%
Female	26,600	69%	34%	11%	4%	23%
	23,300	66%	35%	11%	3%	22%
	19,900	69%	36%	11%	2%	20%
	17,900	59%	31%	11%	2%	26%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.0	16%	9%	9%	30%	24%	12%
	36.5	17%	7%	10%	34%	21%	10%
	34.3	17%	7%	10%	37%	19%	9%
	30.8	17%	9%	15%	33%	19%	6%

Daily trips/Person (age 11+):	2.6	Daily work trips/Worker:	0.77
	2.7		0.77
	2.7		0.82
	2.6		0.77

Employment Status

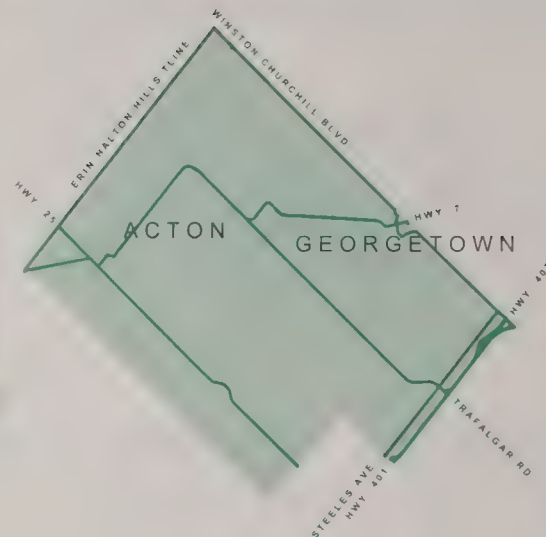
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF HALTON HILLS

Time Period	Trip Purpose Category				Mode of Travel					
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train
6 - 9 a.m.	27,400	23.6%	50%	22%	19%	9%	72%	10%	0%	2%
	23,100	22.2%	55%	20%	16%	9%	71%	10%	1%	4%
	21,100	23.5%	51%	18%	15%	9%	72%	12%	1%	7%
	16,400	21.9%	64%	19%	12%	5%	67%	12%	0%	2%
24 hours	115,800	33%	11%	41%	15%	15%	75%	14%	0%	1%
	103,700	33%	9%	41%	16%	15%	75%	14%	1%	2%
	89,600	35%	10%	40%	15%	14%	74%	17%	0%	1%
	75,000	35%	11%	39%	14%	15%	72%	15%	0%	1%
Percentage of trips made within district:	6-9 a.m. =	50%	24 hours =	54%	Median Trip Length (km):	9.6	3.4	42.3	42.9	
		41%		48%		10.7	4.2	3.4	42.2	
		42%		51%		9.9	6.7	30.1	41.7	
		45%		56%		7.9	5.5	43.9	43.8	

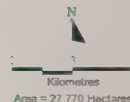
TRIPS TO HALTON HILLS

Time Period	Destination Purpose				Mode of Travel					
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train
6 - 9 a.m.	17,600	18.3%	37%	30%	7%	25%	64%	13%	*	9%
	13,000	15.8%	44%	29%	7%	20%	64%	12%	*	14%
	11,600	16.4%	44%	27%	7%	22%	66%	14%	*	11%
	9,500	15.1%	53%	25%	6%	16%	62%	12%	*	18%
24 hours	96,200	11%	8%	45%	12%	34%	74%	14%	0%	1%



LEGEND

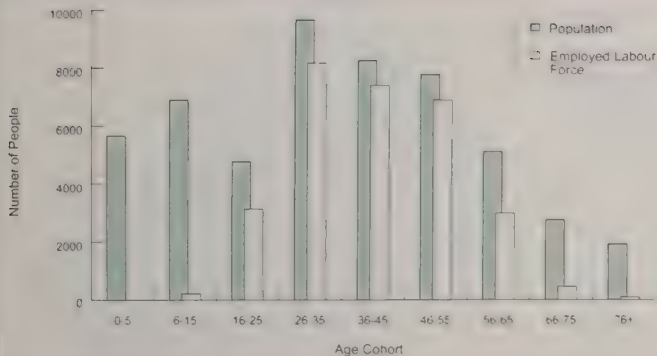
2006 TTS
2001 TTS
1996 TTS
1986 TTS



TOWN OF MILTON

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



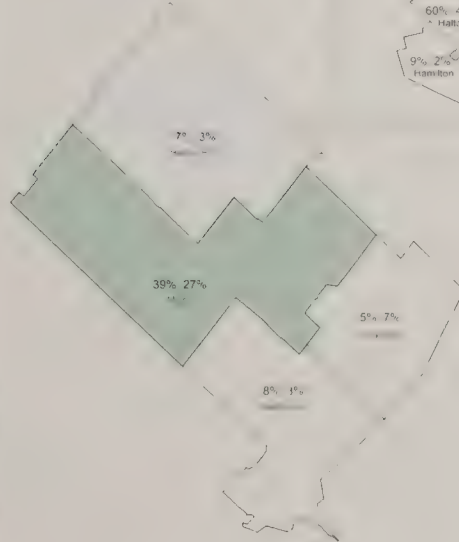
WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Milton
Total 14,900

Destination % Distribution of work trips made by Milton residents
Total 21,600

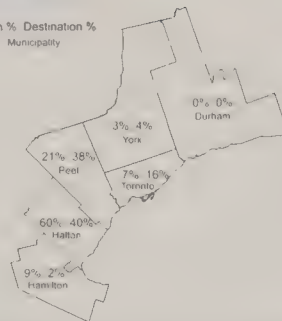
DISTRIBUTION IN HALTON REGION

Origin % Destination %
Municipality



DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



TOTAL NUMBER OF HOUSEHOLDS:

TOTAL NUMBER OF HOUSEHOLDS: 18,400
10,700
10,500
9,700

Dwelling Type	House	Townhouse	Apartment
	79%	12%	9%
	80%	9%	11%
	76%	8%	15%
	86%	n/a	14%

Household Size (persons)	1	2	3	4	5+
13%	34%	21%	23%	10%	
16%	36%	17%	20%	11%	
15%	29%	18%	24%	14%	
12%	24%	17%	30%	16%	

No. of Available Vehicles	0	1	2	3	4+
3%	26%	55%	12%	4%	
4%	30%	48%	12%	5%	
4%	30%	47%	13%	6%	
4%	25%	52%	13%	6%	

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9	1.7	2.0	1.9	6.1
	2.6	1.6	2.0	1.9	6.6
	3.0	1.7	2.0	1.9	6.8
	3.2	1.7	2.0	2.0	7.8

TOTAL POPULATION:

TOTAL POPULATION: 52,900
29,700
31,000
30,700

Employment Status

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	26,400	72%	50%	5%	5%	20%
	14,100	72%	46%	8%	3%	22%
	15,600	69%	50%	5%	4%	28%
	15,600	68%	54%	5%	2%	28%
Female	26,500	68%	36%	10%	4%	19%
	7,900	71%	35%	10%	3%	20%
	15,400	67%	32%	13%	3%	27%
	15,100	81%	36%	12%	2%	26%

	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	34.6	17%	6%	9%	34%	22%	10%
	38.2	15%	8%	11%	30%	25%	12%
	33.3	15%	9%	13%	34%	19%	8%
	29.9	21%	8%	14%	38%	13%	6%

Daily trips/Person (age 11+):	2.6	Daily work trips/Worker:	0.78
	2.8		0.77
	2.7		0.78
	2.8		0.75

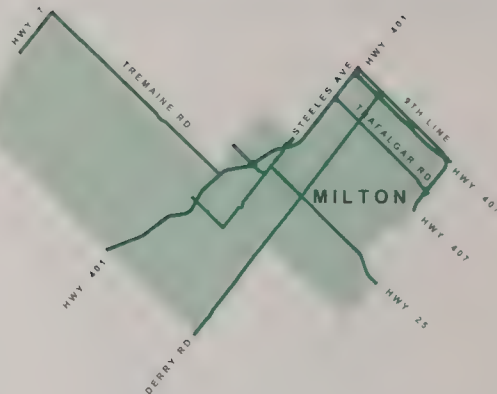
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF MILTON

Trip Purpose Category							Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	26,800	23.6%	57%	16%	17%	10%	75%	9%	1%	3%	8%	6%
	15,100	21.2%	54%	19%	17%	10%	73%	10%	1%	3%	9%	4%
	17,300	24.3%	52%	25%	16%	7%	68%	12%	1%	2%	11%	7%
	14,100	21.2%	62%	18%	12%	7%	74%	9%	1%	2%	8%	7%
24 hours	113,400		35%	9%	38%	18%	77%	13%	1%	2%	4%	3%
	74,100		33%	13%	39%	15%	76%	14%	1%	2%	4%	3%
	11,300		33%	13%	39%	15%	76%	14%	1%	2%	4%	3%
	66,800		33%	12%	38%	16%	74%	14%	1%	1%	6%	4%
Percentage of trips made within district			6 - 9 a.m. =	42%	24 hours =	46%	Median Trip Length (km):	5.6	5.7	7.4	4.1	4.2
				56%		53%		2.7	2.8	4.4	4.6	4.6
				56%		54%		6.9	6.3	28.8	42.3	42.3

TRIPS TO MILTON

TRIPS TO MILTON		Destination Purpose					Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	19,100	19.6%	50%	20%	6%	23%	72%	13%	0%	"	8%	7%
	15,300	21.8%	55%	22%	4%	19%	73%	12%	"	"	8%	7%
	14,800	22.9%	49%	30%	5%	18%	65%	13%	"	"	12%	9%
	9,700	17.0%	58%	24%	5%	12%	70%	8%	1%	"	11%	10%
24 hours	~7,700		15%	4%	45%	13%	76%	4%	1%	1%	5%	4%



Area = 36,810 Hectares

LEGEND

2006 TTS

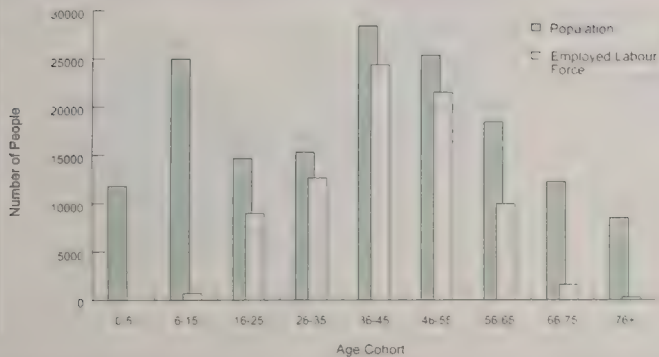
2001 TTS

4905 TTC

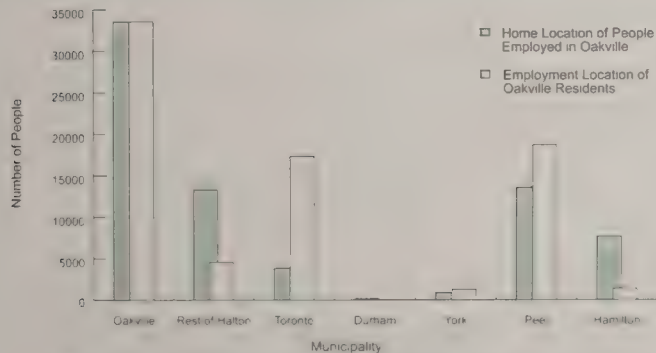
TOWN OF OAKVILLE

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Oakville
Total 56,300

Destination % Distribution of work trips made by Oakville residents
Total 59,500

DISTRIBUTION IN HALTON REGION

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
	56,500				
	49,500				
	43,100				
	28,900				
Dwelling Type	House	Townhouse	Apartment		
	74%	12%	14%		
	75%	7%	17%		
	71%	9%	19%		
	77%	n/a	23%		
Household Size (persons)	1	2	3	4	5+
	15%	33%	20%	21%	10%
	16%	31%	20%	23%	10%
	17%	30%	18%	22%	13%
	15%	30%	20%	24%	12%
No. of Available Vehicles	0	1	2	3	4+
	5%	30%	52%	11%	2%
	5%	32%	51%	10%	2%
	5%	34%	48%	9%	2%
	5%	37%	44%	10%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8	1.6	2.0	1.8	6.8
	2.8	1.5	1.9	1.7	6.4
	n/a	1.6	2.0	1.7	7.4

TOTAL POPULATION:		159,700					
		140,000					
		123,600					
		84,200					
Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	76,900	71%	43%	5%	7%	24%	
	69,000	70%	47%	5%	4%	26%	
	60,000	69%	50%	5%	3%	26%	
	41,900	70%	55%	4%	1%	25%	
Female	82,800	67%	30%	11%	5%	24%	
	71,100	67%	31%	11%	3%	24%	
	63,600	65%	32%	12%	2%	25%	
	42,300	65%	31%	14%	1%	23%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.8	15%	8%	9%	27%	25%	14%
	36.8	16%	8%	10%	32%	21%	12%
	34.2	16%	7%	11%	36%	18%	9%
	32.4	15%	8%	16%	33%	20%	8%
Daily trips/Person (age 11+):		2.8	Daily work tps/Worker:				0.78
		2.9					0.77
		2.7					0.77
		2.8					0.78

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF OAKVILLE

		Trip Purpose Category				Mode of Travel						
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	89,900	23.6%	44%	21%	25%	10%	66%	14%	2%	8%	8%	3%
	71,700	22.5%	47%	21%	22%	10%	65%	12%	2%	9%	7%	5%
	65,200	23.7%	53%	21%	18%	8%	65%	12%	2%	8%	7%	6%
	43,000	21.7%	59%	19%	15%	7%	65%	11%	4%	8%	8%	5%
24 hours	381,600		27%	11%	45%	17%	71%	16%	2%	4%	5%	2%
	344,800		28%	11%	44%	17%	72%	15%	1%	4%	4%	3%
	274,500		32%	11%	41%	15%	71%	15%	2%	4%	5%	3%
	198,600		32%	12%	40%	16%	69%	15%	3%	4%	6%	3%
Percentage of trips made within district: 6-9 a.m. =							56%	24 hours =	59%	Median Trip Length (km):		
							53%				4.8	3.8
							51%				4.8	3.9
							59%				3.5	3.7
							61%				3.8	3.5

TRIPS TO OAKVILLE

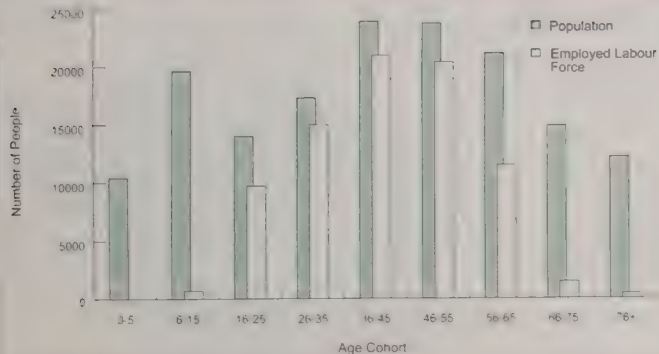
			Destination Purpose				Mode of Travel					
Time Period	Tnps	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	84,100	22.7%	46%	24%	7%	23%	70%	16%	2%	1%	8%	3%
	71,900	21.5%	48%	24%	6%	22%	71%	14%	2%	1%	7%	6%
	59,100	21.9%	51%	26%	5%	18%	70%	13%	2%	1%	8%	6%
	39,200	20.2%	56%	25%	5%	14%	68%	13%	4%	1%	8%	6%
24 hours	370,800		15%	6%	43%	36%	72%	17%	2%	2%	5%	2%
	334,100		15%	6%	43%	36%	73%	16%	1%	2%	4%	3%
	270,400		16%	7%	43%	34%	72%	16%	2%	2%	5%	3%
	193,900		17%	7%	43%	33%	70%	16%	3%	2%	6%	3%



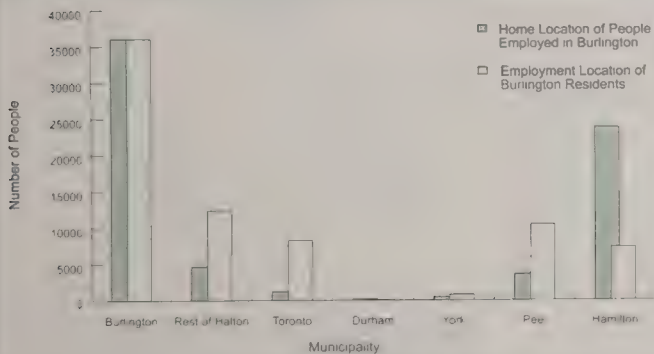
CITY OF BURLINGTON

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Burlington
Total 54,400

Destination % Distribution of work trips made by Burlington residents
Total 58,600

DISTRIBUTION IN HALTON REGION

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:

63 200
57 200
40 400
40 300

Dwelling Type	House	Townhouse	Apartment
	63%	17%	20%
	67%	11%	22%
	66%	11%	23%
	77%	n/a	23%

Household Size (persons)

	1	2	3	4	5+
	22%	39%	18%	18%	7%
	20%	37%	17%	18%	8%
	19%	35%	18%	18%	10%
	15%	31%	20%	24%	10%

No of Available Vehicles

	0	1	2	3	4+
	8%	35%	48%	8%	3%
	5%	36%	47%	9%	3%
	5%	35%	48%	10%	2%
	5%	36%	45%	10%	3%

Household Averages

	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.4	1.8	1.7	8.0
	2.6	1.4	1.9	1.7	8.2
	2.6	1.4	1.9	1.7	8.3
	2.6	1.5	1.9	1.7	7.2

TOTAL POPULATION:

157 400
148 700
134 100
115 100

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	75 300	74%	44%	8%	5%	20%	
	72 000	74%	48%	5%	3%	22%	
	65 700	72%	49%	6%	2%	24%	
	56 900	73%	56%	5%	1%	24%	
Female	82 100	71%	31%	12%	3%	19%	
	76 700	70%	31%	14%	3%	21%	
	68 400	69%	32%	14%	2%	22%	
	58 100	84%	30%	14%	1%	22%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	42.8	13%	6%	9%	26%	25%	19%
	39.0	14%	7%	10%	30%	23%	15%
	35.3	15%	7%	11%	33%	22%	11%
	33.6	15%	8%	15%	33%	20%	8%

Daily trips/Person (age 11+):

2.8
2.8
8
8

Daily work trips/Worker:

0.76
0.76
0.78
0.78

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF BURLINGTON

Trip Purpose Category

Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Mode of Travel Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	79 200	20.9%	50%	17%	22%	11%	71%	12%	2%	5%	7%	4%
	75 400	21.1%	51%	20%	20%	9%	70%	13%	1%	4%	7%	4%
	65 600	20.5%	56%	21%	18%	7%	70%	12%	1%	3%	9%	5%
	54 400	19.9%	61%	18%	14%	6%	72%	9%	4%	3%	8%	3%
24 hours	378 700		28%	8%	46%	18%	74%	16%	2%	2%	4%	2%
	357 700		29%	9%	45%	17%	75%	16%	1%	2%	4%	2%
	319 200		31%	10%	43%	16%	74%	16%	1%	1%	5%	2%
	272 700		31%	11%	41%	17%	72%	16%	3%	1%	6%	2%
Percentage of trips made within district	6-9 a.m.	=	56%	20%	24 hours =	63%	Median Trip Length (km):	4.6	3.5	4.7	45.7	
			54%	22%		63%		4.9	3.4	4.0	46.3	
			51%	23%		63%		4.7	3.5	3.6	46.9	
						63%		4.6	4.2	3.9	48.1	

TRIPS TO BURLINGTON

Destination Purpose

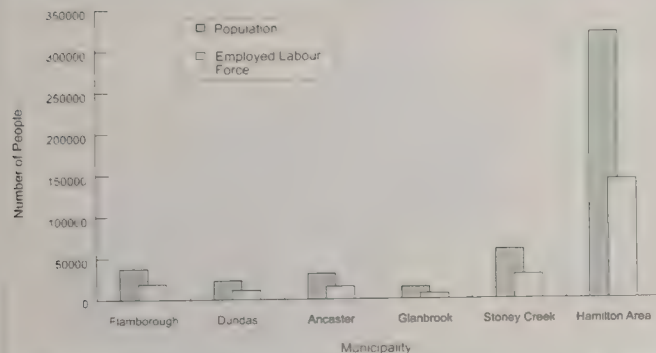
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Mode of Travel Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	71 000	19.1%	52%	19%	6%	23%	72%	13%	2%	0%	8%	4%
	65 600	19.0%	53%	21%	5%	21%	71%	15%	2%	0%	8%	4%
	54 300	17.8%	54%	23%	5%	18%	69%	14%	2%	*	11%	5%
	43 100	16.9%	60%	21%	5%	14%	71%	10%	4%	*	11%	4%
24 hours	370 700		15%	4%	42%	40%	74%	17%	2%	1%	4%	2%
	345 800		15%	4%	43%	38%	75%	17%	1%	1%	4%	2%
	305 300		14%	4%	44%	37%	73%	17%	1%	1%	5%	2%
	254 400		14%	5%	45%	36%	71%	16%	3%	1%	6%	2%



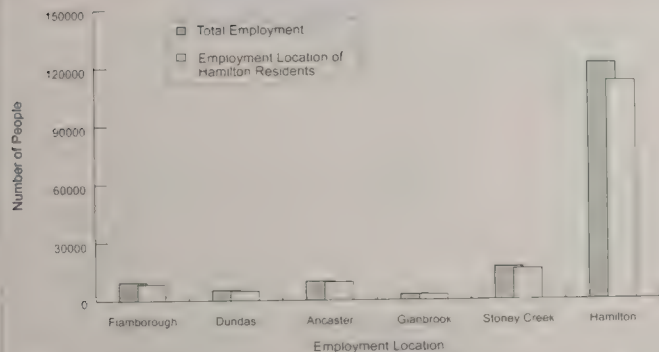
CITY OF HAMILTON - FORMER REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



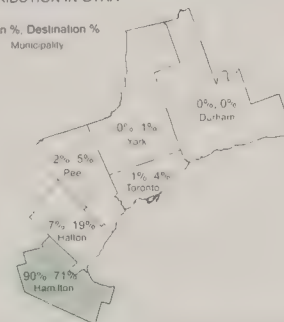
WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for City of Hamilton
Total 123 600

Destination % Distribution of work trips made by City of Hamilton residents
Total 156 300

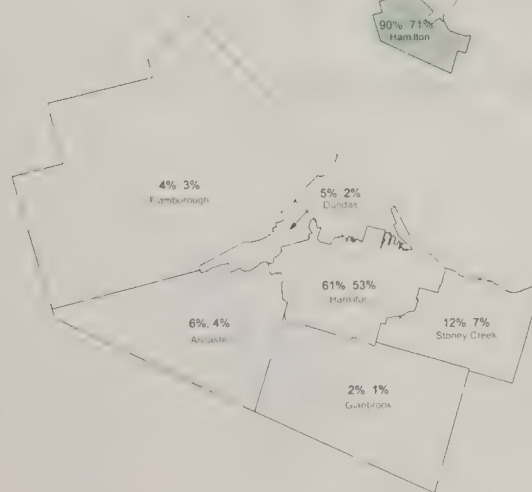
DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DISTRIBUTION IN CITY OF HAMILTON

Origin % Destination %
Municipality



CITY OF HAMILTON - FORMER REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

89

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
	194,500				
	189,900				
	179,100				
	156,300				
Dwelling Type	House	Townhouse	Apartment		
	68%	8%	24%		
	69%	5%	26%		
	65%	6%	26%		
	72%	n/a	28%		
Household Size (persons)	1	2	3	4	5+
	25%	35%	16%	15%	9%
	24%	33%	16%	16%	10%
	25%	32%	16%	18%	9%
	26%	32%	18%	19%	10%
No. of Available Vehicles	0	1	2	3	4+
	18%	41%	34%	7%	2%
	15%	41%	35%	7%	2%
	16%	43%	33%	6%	2%
	15%	45%	31%	7%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.2	1.6	1.4	5.4
	2.6	1.3	1.7	1.4	5.7
	2.6	1.2	1.6	1.4	5.6
	2.7	1.3	1.7	1.4	6.1

TOTAL POPULATION:						
	487,100					
	485,500					
	462,000					
	423,400					
Employment Status						
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	236,800	89%	39%	6%	4%	-
	237,400	70%	44%	6%	-	-
	226,100	69%	43%	6%	-	-
	207,500	69%	51%	4%	-	-
Female	250,300	81%	28%	12%	9%	2%
	248,600	61%	28%	12%	-	-
	235,900	58%	26%	13%	-	-
	215,900	53%	27%	13%	-	-
Age	Median	0-10	11-15	16-25	26-45	46-64
	41.1	12%	7%	12%	26%	65+
	37.8	13%	7%	13%	29%	1%
	34.4	15%	6%	13%	33%	-
	32.2	14%	7%	16%	31%	-
Daily trips/Person (age 11+):	2.5	Daily work trips/Worker:				
	2.5	1.5				
	2.5	1.5				
	2.5	1.5				



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON

		Trip Purpose Category				Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	221,000	21.0%	46%	24%	20%	9%	63%	12%	7%	1%	1%
	222,200	20.8%	50%	24%	18%	9%	64%	12%	6%	1%	1%
	194,600	20.0%	52%	26%	18%	7%	63%	13%	7%	1%	1%
	174,200	19.6%	60%	20%	14%	6%	63%	11%	12%	0%	1%
24 hours	1,054,300	28%	12%	44%	16%	16%	87%	17%	7%	0%	3%
	1,070,000	29%	12%	43%	16%	16%	88%	17%	5%	1%	3%
	972,500	30%	12%	43%	15%	15%	86%	18%	6%	0%	3%
	889,100	31%	12%	41%	16%	16%	83%	18%	10%	0%	3%
Percentage of trips made within district. 6-9 a.m. = 79% 24 hours = 80%											
			81%	81%	82%	82%	Median Trip Length (km):	4.9	4.1	4.0	80.2
			82%	82%	82%	82%		4.8	3.8	3.5	59.7
			85%	85%	86%	86%		4.7	3.7	3.7	59.1
								4.4	4.0	3.6	59.6

TRIPS TO CITY OF HAMILTON

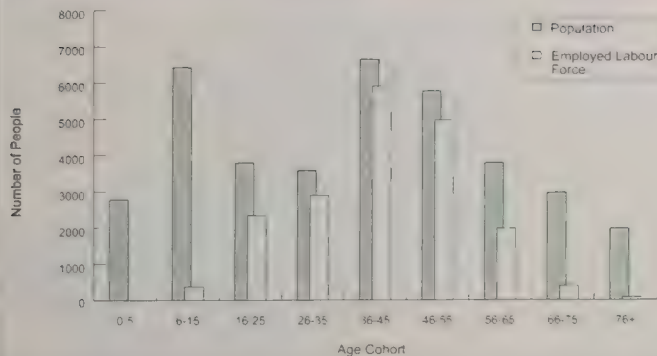
		Destination Purpose				Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	190,100	19.6%	43%	29%	7%	21%	60%	12%	8%	0%	2%
	191,200	19.3%	46%	28%	6%	19%	61%	13%	7%	0%	7%
	172,400	19.0%	50%	28%	5%	16%	60%	13%	7%	0%	6%
	161,900	18.9%	61%	22%	4%	13%	66%	11%	12%	0%	4%
24 hours	970,300	13%	13%	7%	45%	15%	85%	17%	7%	0%	3%
	974,000	13%	13%	7%	45%	15%	85%	17%	7%	0%	3%
	908,400	14%	14%	7%	45%	34%	85%	17%	7%	0%	3%
	857,000	14%	14%	7%	45%	34%	85%	17%	7%	0%	3%



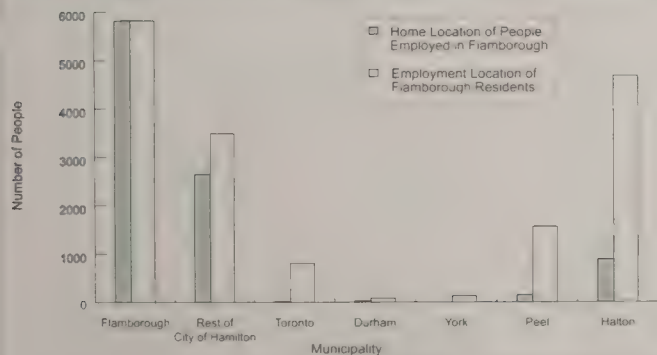
FLAMBOROUGH AREA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



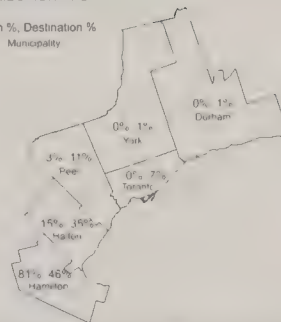
WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Flamborough
Total 6,000

Destination % Distribution of work trips made by Flamborough residents
Total 11,900

DISTRIBUTION IN GTHA

Origin %, Destination %
Municipality



DISTRIBUTION IN THE CITY OF HAMILTON

Origin %, Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:

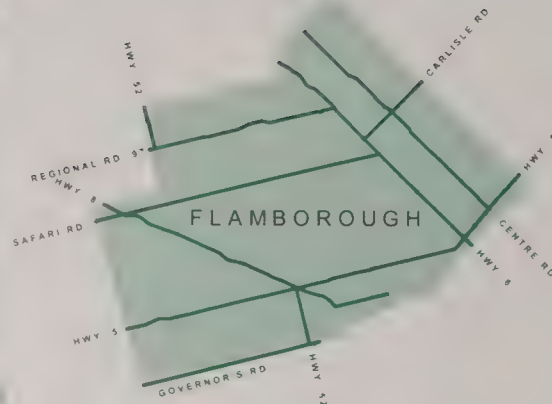
14,190

Dwelling Type	House	Townhouse	Apartment		
	91%	4%	6%		
	92%	4%	4%		
	91%	2%	7%		
	92%	n/a	8%		
Household Size (persons)	1	2	3	4	5+
	13%	37%	17%	20%	13%
	9%	36%	19%	22%	15%
	13%	32%	19%	24%	12%
	8%	33%	19%	25%	15%
No. of Available Vehicles	0	1	2	3	4+
	2%	26%	52%	15%	5%
	1%	21%	57%	15%	5%
	3%	27%	52%	12%	7%
	2%	29%	51%	14%	4%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9	1.6	2.0	2.0	6.4
	3.0	1.8	2.1	2.0	6.8
	3.0	1.6	2.0	1.9	6.5
	3.1	1.5	2.0	1.9	7.2

TOTAL POPULATION

37,700

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	18,800	71%	41%	5%	7%	25%	
	17,700	72%	47%	5%	6%	25%	
	16,500	70%	45%	5%	5%	25%	
	13,400	67%	48%	3%	4%	26%	
Female	18,900	71%	29%	13%	4%	25%	
	17,700	68%	28%	14%	5%	24%	
	16,600	68%	26%	10%	5%	24%	
	12,900	65%	26%	13%	3%	21%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	39.0	16%	9%	10%	27%	23%	15%
	35.3	18%	8%	10%	31%	24%	8%
	35.2	18%	7%	10%	33%	19%	11%
	32.3	17%	10%	13%	33%	19%	7%
Daily trips/Person (age 11+):		2.6	Daily work trips/Worker:			0.71	
		2.8				0.74	
		2.7				0.73	
		2.6				0.67	



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF FLAMBOROUGH

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Auto Driver	Auto Passng	Mode of Travel				Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB			Local Transit	GO Train				
6 - 9 a.m.	18,000	21.6%	50%	27%	15%	8%	69%	9%	-	1%	4%	18%		
	17,800	22.4%	51%	23%	18%	9%	71%	9%	-	2%	4%	14%		
	15,700	21.5%	50%	24%	17%	9%	72%	10%	-	1%	2%	15%		
	10,900	19.0%	60%	29%	15%	6%	78%	8%	-		3%	12%		
24 hours	83,200		29%	12%	41%	17%	73%	17%	0%	0%	2%	7%		
	73,400		31%	11%	41%	17%	75%	15%	0%	1%	2%	7%		
	73,000		28%	11%	43%	18%	75%	16%	0%	1%	2%	6%		
Percentage of trips made within district:	57,400		27%	13%	43%	17%	72%	17%	1%	0%	2%	8%		
6-9 a.m. =			32%	24 hours =			Median Trip Length (km).	9.5	7.6	6.9	55.5			
								10.1	8.1	6.4	55.3			
								8.8	6.9	4.5	54.2			
								10.0	7.9	7.0	54.1			

TRIPS TO FLAMBOROUGH

Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passng	Mode of Travel				Walk & Cycle	Other
			Work	School	Home	Other			Local Transit	GO Train				
6 - 9 a.m.	10,100	16.7%	41%	30%	17%	20%	61%	12%	-	-	6%	20%		
	8,500	15.0%	41%	29%	10%	20%	64%	11%	-	-	7%	18%		
	7,400	15.0%	46%	27%	8%	19%	64%	13%	-	-	4%	19%		
	4,700	11.8%	61%	16%	11%	12%	74%	11%	-	-	7%	8%		
24 hours	60,100		10%	5%	57%	28%	71%	17%	0%	0%	3%	9%		
	56,800		9%	5%	58%	28%	73%	16%	0%	0%	3%	8%		
	49,100		10%	4%	61%	25%	74%	17%	-	0%	2%	7%		
	40,000		10%	4%	60%	26%	72%	17%	0%	0%	3%	8%		

LEGEND

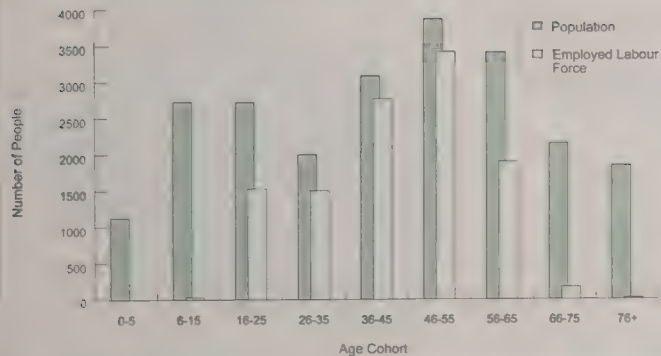
2006 TTC

Area = 49,510 Hectares

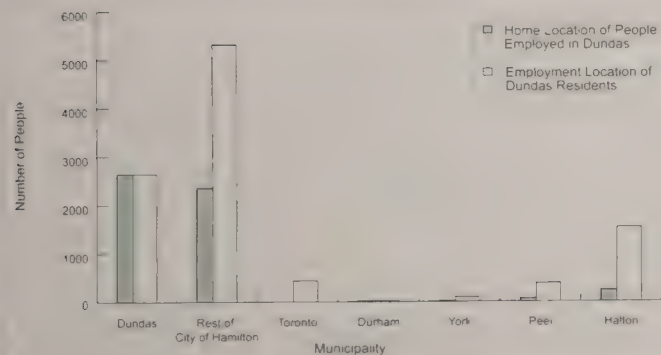
DUNDAS AREA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Dundas
Total 3,800

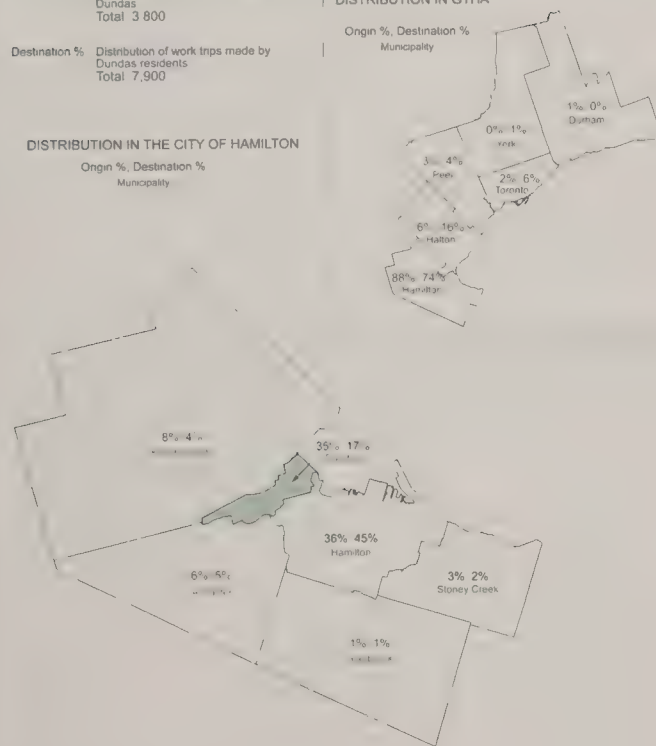
Destination % Distribution of work trips made by Dundas residents
Total 7,900

DISTRIBUTION IN THE CITY OF HAMILTON

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:

9 400
9 800
8 700
6 900

Dwelling Type	House	Townhouse	Apartment
	70%	9%	21%
	72%	7%	21%
	69%	7%	24%
	77%	n/a	23%

Household Size (persons)	1	2	3	4	5+
	24%	38%	15%	17%	6%
	23%	35%	16%	17%	9%
	22%	36%	15%	21%	6%
		35%	21%	21%	8%

No. of Available Vehicles	0	1	2	3	4+
	11%	36%	42%	8%	3%
	7%	39%	43%	9%	3%
	9%	40%	44%	6%	2%
	8%	40%	42%	7%	2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.4	1.3	1.8	1.6	6.2
	2.6	1.4	1.9	1.6	6.0
	2.5	1.3	1.8	1.5	6.1
	2.7	1.4	1.8	1.6	6.6

TOTAL POPULATION:

23 000
25 300
22 000
18 800

Employment Status

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	11,000	74%	41%	7%	4%	23%	
	12 400	73%	43%	6%	2%	24%	
	10,300	71%	44%	7%	3%	26%	
	8 900	74%	54%	4%	1%	22%	
Female	12,000	70%	30%	13%	4%	20%	
	12 800	71%	29%	16%	4%	22%	
	11 600	68%	28%	14%	3%	23%	
	9,900	60%	27%	13%	3%	20%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	44.7	10%	7%	12%	22%	28%	20%
	39.6	14%	6%	12%	27%	23%	16%
	37.4	14%	7%	11%	31%	20%	16%
	33.4	15%	6%	15%	32%	20%	12%

Daily trips/Person (age 11+):	2.8	Daily work trips/Worker:	0.75
	2.7		0.75
	2.8		0.75
	2.7		0.60



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF DUNDAS

Trip Purpose Category

Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Mode of Travel Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	11,700	20.2%	47%	20%	21%	11%	68%	11%	3%	1%	9%	7%
	12,300	20.8%	50%	22%	19%	9%	71%	10%	2%	1%	8%	8%
	10,300	19.6%	50%	24%	18%	11%	64%	12%	3%	*	8%	10%
	8,900	20.8%	58%	19%	15%	9%	69%	9%	4%	*	9%	7%
24 hours	57,900	25%	10%	46%	19%	19%	72%	16%	3%	1%	5%	3%
	59,100	28%	11%	44%	17%	17%	74%	15%	2%	0%	5%	4%
	52,600	27%	11%	43%	19%	19%	69%	18%	3%	0%	4%	5%
	42,900	31%	10%	40%	19%	19%	73%	15%	3%	*	6%	3%

Percentage of trips made within district: 6-9 a.m. = 29% 24 hours = 28%

Median Trip Length (km):	5.0	4.5	6.3	63.2
	4.8	3.6	6.8	64.1
	5.0	3.9	6.6	62.4
	4.8	3.6	5.8	*

TRIPS TO DUNDAS

Destination Purpose

Time Period	Trips	% of 24 hr	Work	School	Home	Other	Auto Driver	Auto Passng	Mode of Travel Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	6,900	15.7%	37%	31%	8%	24%	58%	10%	3%	*	14%	15%
	7,400	15.2%	32%	34%	8%	26%	57%	15%	2%	*	11%	16%
	6,800	15.6%	44%	31%	5%	20%	60%	10%	2%	*	11%	17%
	5,700	15.0%	42%	33%	2%	22%	58%	9%	3%	*	13%	17%
24 hours	43,900	9%	3%	53%	33%	9%	70%	16%	2%	0%	0%	2%
	48,500	9%	6%	51%	35%	9%	72%	15%	2%	0%	5%	5%
	47,700	9%	6%	51%	35%	9%	72%	15%	2%	0%	5%	5%
	47,000	9%	6%	51%	35%	9%	72%	15%	2%	0%	5%	5%

LEGEND

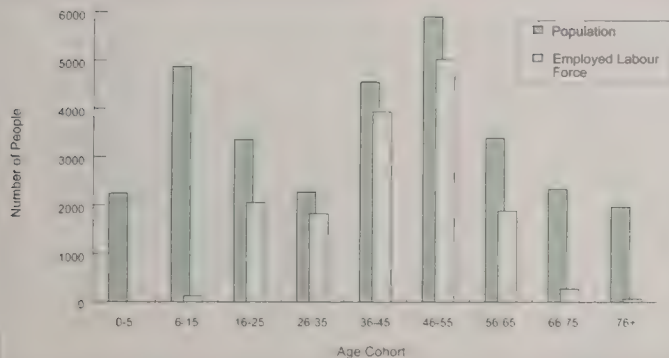
2006 TTS
2001 TTS
1996 TTS
1986 TTS



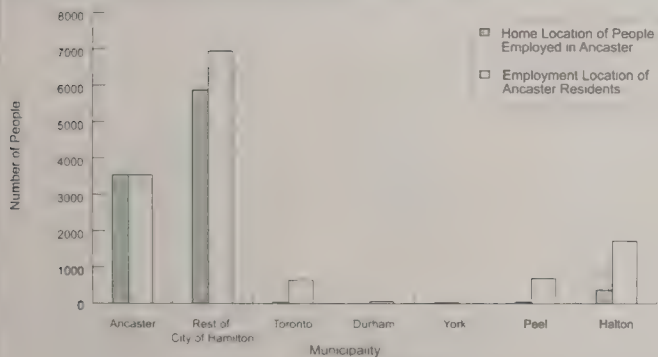
ANCASTER AREA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Ancaster
Total 7,300

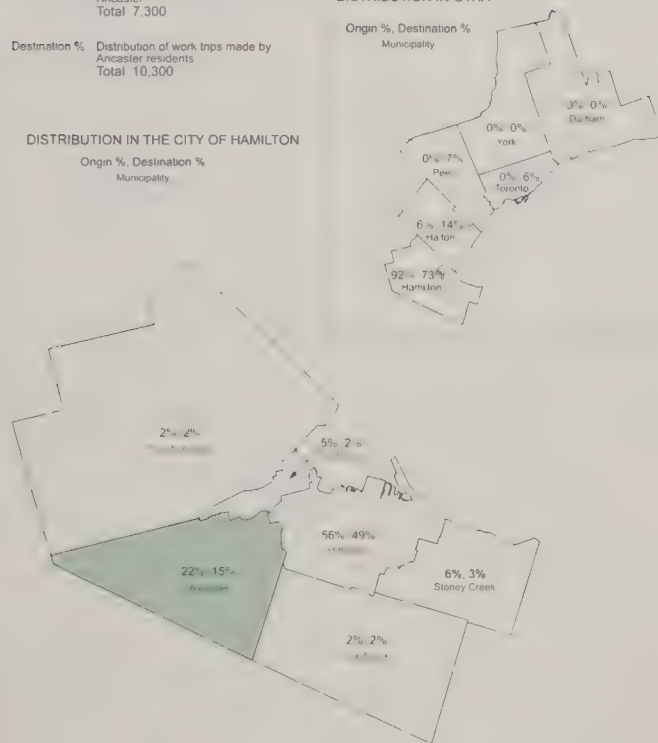
Destination % Distribution of work trips made by Ancaster residents
Total 10,300

DISTRIBUTION IN THE CITY OF HAMILTON

Origin %, Destination %
Municipality

DISTRIBUTION IN GTHA

Origin %, Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS

10,800

Dwelling Type	House	Townhouse	Apartment
	84%	10%	6%
	92%	4%	4%
	92%	4%	4%
	98%	n/a	2%

Household Size (persons)	1	2	3	4	5+
	15%	34%	17%	21%	13%
	13%	38%	15%	22%	12%
	10%	30%	19%	26%	15%
	8%	31%	22%	26%	14%

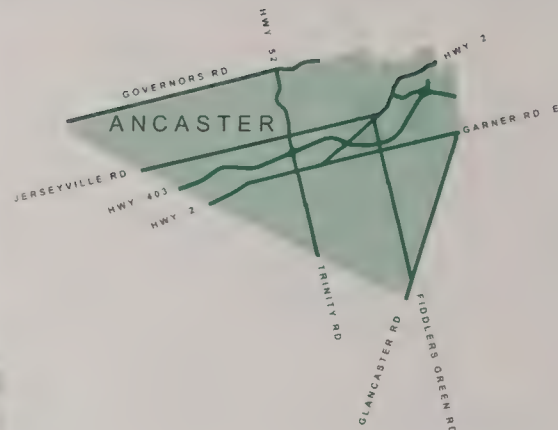
No. of Available Vehicles	0	1	2	3	4+
	5%	24%	54%	11%	4%
	4%	25%	57%	10%	4%
	2%	22%	54%	17%	5%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9	1.5	2.0	1.9	7.0
	2.9	1.6	2.1	2.0	7.2
	3.1	1.5	2.1	1.9	7.0
	3.1	1.5	2.2	2.0	7.5

TOTAL POPULATION

50,900

	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	15,700	70%	41%	6%	5%	27%
	12,900	78%	47%	5%	5%	26%
	11,600	66%	46%	6%	3%	26%
	8,700	72%	53%	3%	3%	24%
Female	15,300	71%	29%	14%	4%	24%
	13,100	71%	27%	14%	4%	25%
	11,900	68%	25%	15%	1%	29%
	8,200	67%	27%	11%	2%	21%
Median	0-10	11-15	16-25	26-45	46-64	65+
Age	41.4	15%	11%	11%	16%	15%
	40.1	12%	10%	10%	25%	15%
	37.0	18%	8%	10%	29%	12%
	33.4	18%	6%	13%	31%	8%
Daily trips/Person (age 11+):	2.9	2.9	2.8	2.9	2.9	2.9
Daily work trips/Worker:	0.75	0.72	0.78	0.75	0.75	0.75



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF ANCASTER

	Trip Purpose Category					Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	15,800	20.9%	45%	25%	21%	9%	69%	11%	2%	1%	5%
	13,800	21.1%	48%	27%	16%	8%	70%	12%	1%	1%	14%
	11,200	21.2%	52%	26%	15%	7%	71%	10%	2%	1%	12%
	8,000	21.4%	55%	15%	19%	11%	79%	9%	*	*	9%
24 hours	75,200	26%	11%	44%	18%	18%	73%	17%	2%	1%	3%
	65,200	27%	13%	43%	17%	17%	76%	15%	1%	0%	6%
	52,800	29%	12%	42%	16%	16%	75%	16%	1%	0%	6%
	37,600	28%	11%	42%	19%	19%	76%	15%	1%	0%	6%
Percentage of trips made within district: 6-9 a.m. =	33%	33%	37%	32%	32%	32%	Median Trip Length (km):	8.4	4.5	5.5	66.5
	24 hours =	33%	37%	32%	32%	32%		6.9	4.7	6.1	69.4
		32%	32%	32%	32%	32%		7.0	5.7	6.3	69.7
								7.4	6.8	10.1	70.8

TRIPS TO ANCASTER

	Destination Purpose						Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	11,300	15.9%	37%	32%	6%	25%	63%	11%	3%	*	6%	16%
	8,800	14.5%	36%	33%	7%	24%	62%	16%	*	*	4%	17%
	7,100	16.1%	38%	39%	6%	18%	57%	12%	1%	*	8%	21%
	4,400	14.6%	46%	24%	7%	22%	71%	10%	*	*	2%	17%
24 hours	71,400	12%	4%	4%	4%	4%	74%	18%	2%	0%	0%	0%
	61,400	12%	4%	4%	4%	4%	74%	18%	2%	0%	0%	0%
	51,400	12%	4%	4%	4%	4%	74%	18%	2%	0%	0%	0%
	41,400	12%	4%	4%	4%	4%	74%	18%	2%	0%	0%	0%

LEGEND

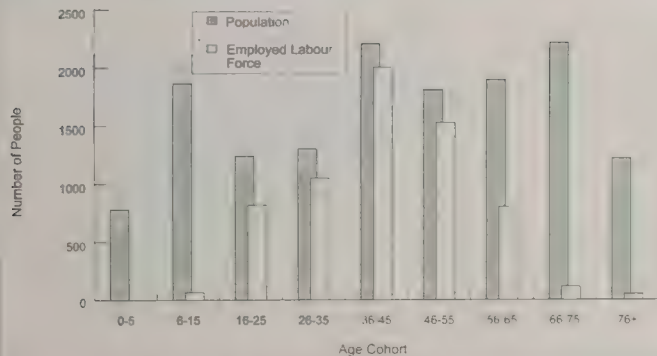
25km TTS
 10km TTS
 5km TTS
 2.5km TTS



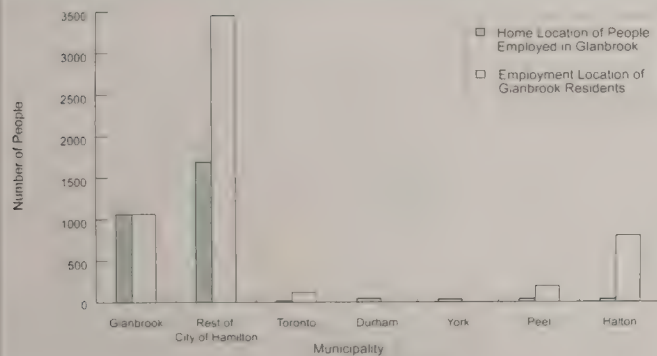
GLANBROOK AREA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Glanbrook
Total 2,000

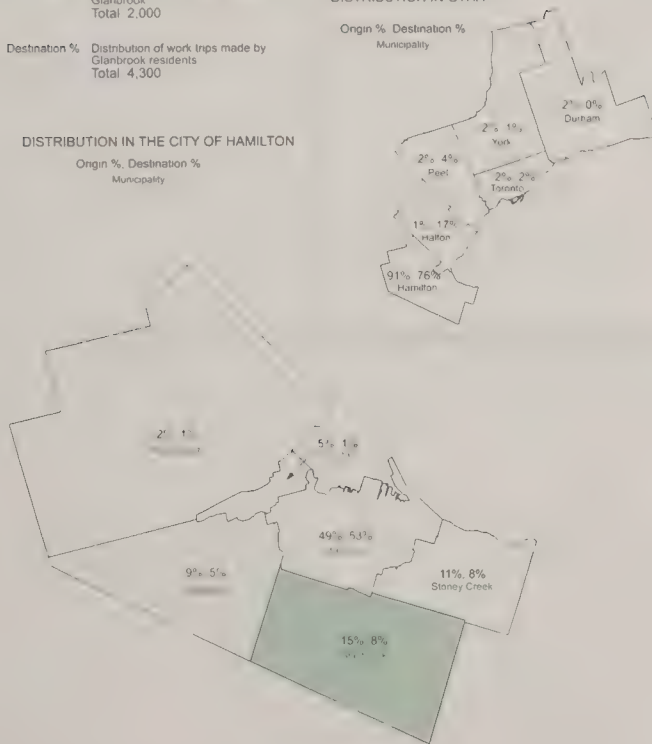
Destination % Distribution of work trips made by Glanbrook residents
Total 4,300

DISTRIBUTION IN THE CITY OF HAMILTON

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	5,800
	4,900
	3,500
	3,000

Dwelling Type	House	Townhouse	Apartment
	83%	11%	6%
	89%	7%	4%
	95%	*	4%
	97%	n/a	

Household Size (persons)	1	2	3	4	5+
	18%	42%	14%	18%	8%
	13%	42%	15%	17%	13%
	9%	35%	20%	16%	16%

No. of Available Vehicles	0	1	2	3	4+
	2%	37%	48%	8%	5%
	2%	32%	43%	16%	7%
	2%	32%	46%	12%	6%
		28%	42%	15%	14%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6	1.3	1.9	1.6	5.8
	2.8	1.5	2.1	2.0	6.3
	3.1	1.5	2.1	1.9	6.2
	3.1	1.6	2.2	2.2	7.0

TOTAL POPULATION:	14,600
	13,900
	10,900
	9,200

Employment Status							
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	6,900	78%	36%	5%	8%	20%	
	6,900	74%	45%	3%	4%	19%	
	5,400	71%	43%	3%	4%	23%	
	4,800	75%	51%	5%	5%	22%	
Female	7,700	72%	29%	12%	4%	19%	
	7,000	74%	29%	13%	3%	19%	
	5,400	64%	22%	14%	2%	26%	
	4,500	68%	24%	14%	5%	22%	
	Median	0-10	11-15	16-25	26-45	46-64	65+
Age	44.6	12%	6%	8%	24%	23%	25%
	39.7	15%	6%	10%	28%	23%	17%
	35.3	18%	8%	9%	28%	21%	13%
	32.9	14%	6%	16%	31%	21%	10%
Daily trips/Person (age 11+):		2.5	Daily work trips/Worker:			0.74	
		2.6				0.74	
		2.5				0.75	
		2.4				0.66	



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF GLANBROOK

	Trip Purpose Category										
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Mode of Travel Local Transit	GO Train	Walk & Cycle Other
6 - 9 a.m.	6,400	19.6%	50%	21%	20%	9%	73%	8%	3%	*	15%
	5,800	18.8%	58%	18%	15%	9%	74%	10%	*	1%	13%
	4,300	20.0%	59%	26%	8%	6%	70%	7%	*	2%	21%
	3,500	18.1%	64%	23%	9%	4%	73%	7%	*	*	18%
24 hours	32,700		25%	9%	46%	20%	73%	19%	1%	0%	6%
	30,800		29%	8%	43%	20%	75%	18%	0%	1%	5%
	21,800		31%	11%	38%	19%	73%	14%	*	1%	8%
	19,300		29%	12%	42%	17%	74%	17%	1%	1%	8%
Percentage of trips made within district:	6-9 a.m. =	11%	24 hours =	11%			Median Trip Length (km)	8.0	6.9	4.8	67.9
		11%		12%				9.0	7.5	3.6	*
		17%		15%				9.0	8.2	*	*
		7%		11%				10.2	9.8	9.1	*

TRIPS TO GLANBROOK

	Destination Purpose										
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Mode of Travel Local Transit	GO Train	Walk & Cycle Other
6 - 9 a.m.	2,300	11.6%	52%	8%	16%	25%	79%	9%	3%	*	8%
	2,000	10.9%	50%	10%	12%	27%	80%	9%	*	*	7%
	1,600	11.5%	42%	29%	8%	21%	64%	7%	*	4%	29%
	1,100	9.0%	64%	5%	7%	24%	82%	11%	*	*	*
24 hours	20,200		10%	1%	65%	24%	74%	19%	1%	0%	6%
	18,800		11%	1%	66%	22%	77%	16%	*	1%	6%
	14,000		10%	3%	62%	25%	74%	15%	*	1%	10%
	11,900		7%	2%	67%	24%	74%	17%	1%	*	6%

LEGEND

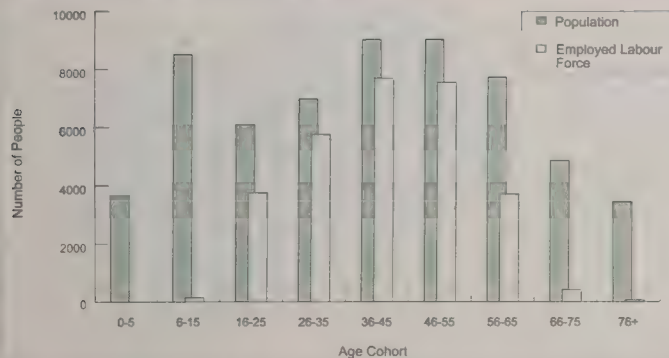
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0.00c TTS
0.00c TTS



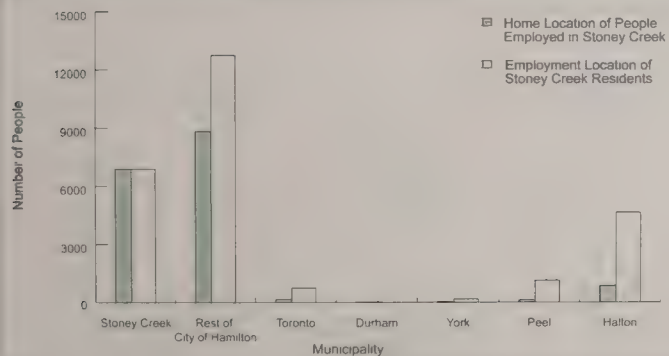
STONEY CREEK AREA

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Stoney Creek
Total: 12,700

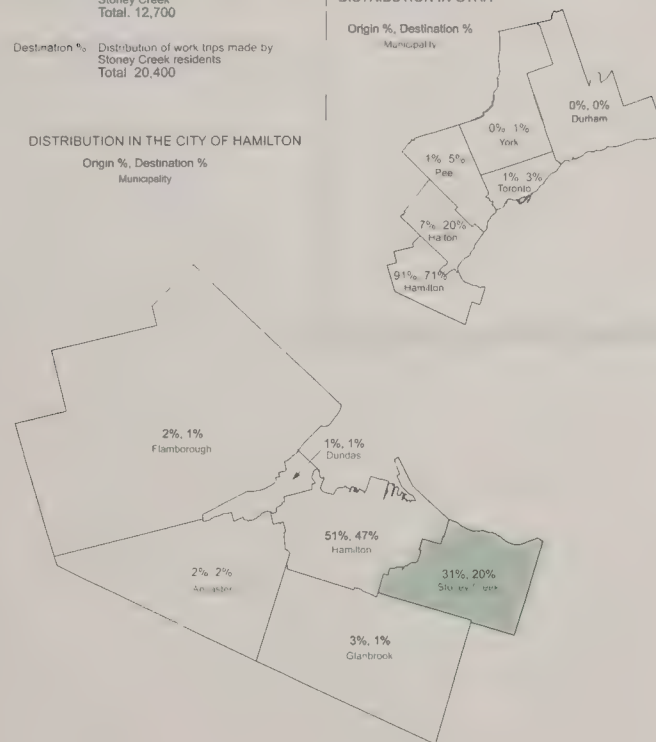
Destination % Distribution of work trips made by Stoney Creek residents
Total: 20,400

DISTRIBUTION IN THE CITY OF HAMILTON

Origin % Destination %
Municipality

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS					
	21 200				
	19 700				
	18 200				
	14 000				
Dwelling Type					
House	Townhouse	Apartment			
75%	12%	13%			
78%	8%	16%			
75%	9%	16%			
81%	n/a	19%			
Household Size (persons)					
1	2	3	4	5+	
15%	35%	20%	18%	12%	
15%	30%	19%	22%	13%	
17%	31%	18%	23%	12%	
10%	31%	18%	27%	13%	
No of Available Vehicles					
0	1	2	3	4+	
6%	32%	46%	12%	4%	
6%	31%	46%	12%	5%	
6%	36%	44%	11%	3%	
6%	33%	42%	14%	4%	
Household Averages					
Persons	Workers	Drivers	Vehicles	Trips/Day	
2.8	1.5	2.0	1.8	6.0	
2.9	1.5	2.0	1.8	6.6	
2.9	1.5	1.9	1.7	6.1	
3.1	1.5	2.0	1.8	7.3	

TOTAL POPULATION:						
	59 400					
	57 300					
	56 000					
	507					
Employment Status						
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student
Male	29 300	72%	43%	5%	4%	
	28 300	73%	45%	6%	2%	
	25 700	72%	48%	5%	2%	
	21 300	70%	52%	4%	1%	
Female	30 200	67%	31%	12%	2%	
	29 100	67%	32%	12%	2%	
	26 400	64%	28%	14%	1%	
	21 500	58%	29%	10%	1%	
Age						
	Median	0-10	11-15	16-25	26-45	46-64
	39.8	13%	7%	10%	27%	26%
	38.4	13%	6%	13%	28%	23%
	34.2	16%	7%	14%	33%	20%
	31.5	15%	9%	15%	33%	19%
Daily tns/Person (age 11+):						
	2.5					
Daily work tns/Worker						



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF STONEY CREEK

		Trip Purpose Category					Mode of Travel					Other
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	
6-9 a.m.	28,300	22.3%	52%	22%	18%	8%	70%	11%	2%	1%	7%	
	28,300	21.6%	50%	25%	17%	8%	70%	11%	2%	0%	9%	
	23,700	21.2%	55%	24%	15%	8%	69%	13%	2%	1%	7%	
	18,800	20.1%	59%	22%	13%	7%	69%	11%	7%		7%	
24 hours	127,000		31%	11%	42%	16%	74%	15%	2%	0%	4%	
	130,500		30%	13%	42%	16%	73%	17%	2%	0%	4%	
	111,800		33%	11%	41%	15%	70%	19%	2%	0%	4%	
	94,100		30%	13%	41%	16%	68%	18%	4%		6%	
Percentage of trips made within district		6-9 a.m. =	37%	24 hours =	32%		Median Trip Length (km):	6.5	4.9	8.3	55.8	
			34%		29%			9.4	4.4	9.0	39.0	
			35%		31%			6.3	4.7	9.0	56.6	
			29%					6.0	4.7	7.7	*	

TRIPS TO STONEY CREEK

		Destination Purpose					Mode of Travel					Other
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	
6-9 a.m.	19,600	19.6%	44%	29%	7%	20%	63%	13%	2%	*	10%	
	17,800	17.8%	46%	29%	8%	17%	63%	12%	2%	*	14%	
	15,200	17.3%	49%	26%	7%	18%	65%	13%	2%	*	11%	
	12,500	16.5%	56%	24%	6%	12%	67%	12%	3%	*	10%	
24 hours	100,300		13%	6%	53%	28%	71%	16%	2%	0%	5%	
	100,000		12%	6%	55%	27%	71%	16%	2%	0%	6%	
	88,000		13%	5%	54%	28%	70%	19%	2%	0%	5%	
	75,400		13%	7%	53%	28%	67%	18%	3%	*	7%	

LEGEND

20m TTS

1:10,000

1:50,000

1:100,000

1:200,000

1:400,000

1:800,000

1:1,600,000

1:3,200,000

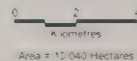
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1:12,800,000

1:25,600,000

1:51,200,000

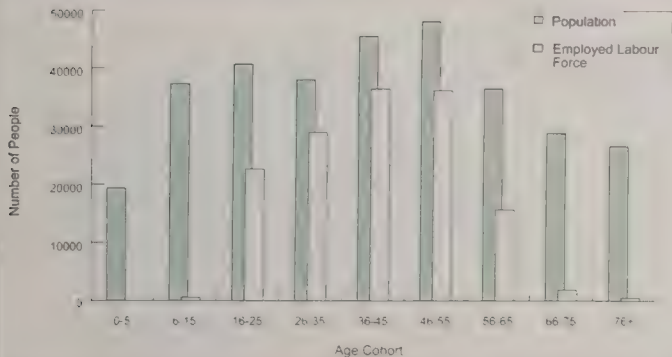
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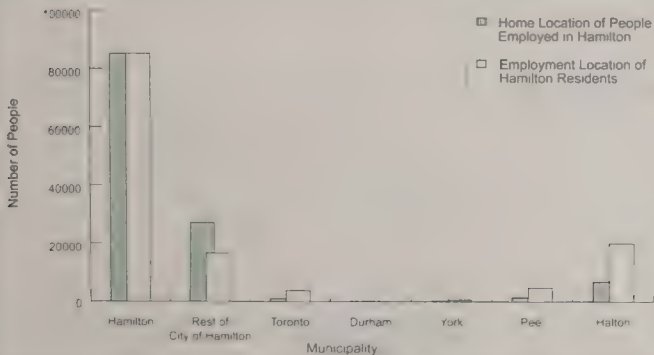
HAMILTON AREA - FORMER CITY OF HAMILTON

2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE



EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trips destined for Hamilton
Total 91,800

Destination % Distribution of work trips made by Hamilton residents
Total 101,500

DISTRIBUTION IN GTHA

Origin % Destination %
Municipality



DISTRIBUTION IN THE CITY OF HAMILTON

Origin % Destination %
Municipality



HAMILTON AREA - FORMER CITY OF HAMILTON

CITY OF HAMILTON

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	134 400
	133 600
	130 000
	118 500

Dwelling Type	House	Townhouse	Apartment
	62%	7%	30%
	63%	6%	31%
	64%	6%	31%
	67%	n/a	33%

Household Size (persons)	1	2	3	4	5+
	29%	34%	16%	13%	8%
	28%	33%	16%	15%	9%
	28%	32%	16%	16%	8%
	24%	32%	17%	18%	9%

No of Available Vehicles	0	1	2	3	4+
	21%	46%	27%	5%	1%
	18%	46%	29%	5%	1%
	18%	50%	26%	5%	1%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.4	1.1	1.5	1.2	5.0
	2.5	1.2	1.5	1.2	5.3
	2.5	1.1	1.5	1.2	5.1
	2.6	1.3	1.5	1.2	5.7

TOTAL POPULATION:	321 500
	323 000
	320 600
	309 300

		Employment Status					
	Population	Licensed Drivers	Full-Time	Part-Time	Work at Home	Student	
Male	155 200	68%	38%	7%	3%	23%	
	159 200	69%	43%	6%	2%	24%	
	156 500	68%	42%	6%	1%	24%	
	150 400	68%	51%	4%	1%	22%	
Female	166 300	56%	27%	11%	2%	21%	
	168 800	57%	28%	12%	1%	22%	
	164 100	55%	26%	13%	1%	22%	
	159 000	50%	27%	14%	1%	21%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	41.1	11%	8%	13%	26%	24%	19%
	37.6	13%	6%	13%	30%	20%	17%
	34.2	15%	6%	13%	33%	17%	14%
	32.1	14%	6%	17%	30%	19%	12%

Daily trips Person - age 11+ 1.4 Daily work trips Worker 1.1



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF HAMILTON

Time Period	Trips	% of 24 hr	Trip Purpose Category				Auto Driver	Auto Passing	Mode of Travel		Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB			Local Transit	GO Train		
6 - 9 a.m.	140 800	20.8%	45%	24%	21%	10%	60%	13%	10%	1%	13%	3%
	144 300	20.5%	43%	24%	18%	9%	61%	13%	8%	1%	14%	3%
	129 300	19.6%	52%	25%	16%	7%	59%	13%	9%	0%	16%	2%
	124 000	19.4%	60%	20%	14%	6%	59%	11%	16%	0%	13%	1%
24 hours	678 300	28%	12%	44%	15%		63%	17%	10%	0%	8%	2%
	704 700	29%	12%	43%	15%		65%	17%	8%	1%	8%	2%
	660 800	30%	12%	43%	15%		63%	18%	8%	0%	9%	2%
	637 900	32%	12%	41%	15%		60%	18%	12%	0%	8%	1%
Percentage of trips made within district: 6-9 a.m. =			72%	24 hours =			Median Tnp Length (km).		4.1	3.6	3.9	59.7
			74%						4.0	3.4	3.4	59.8
			77%						4.0	3.4	3.6	59.3
			79%						3.8	3.6	3.4	59.6

TRIPS TO HAMILTON

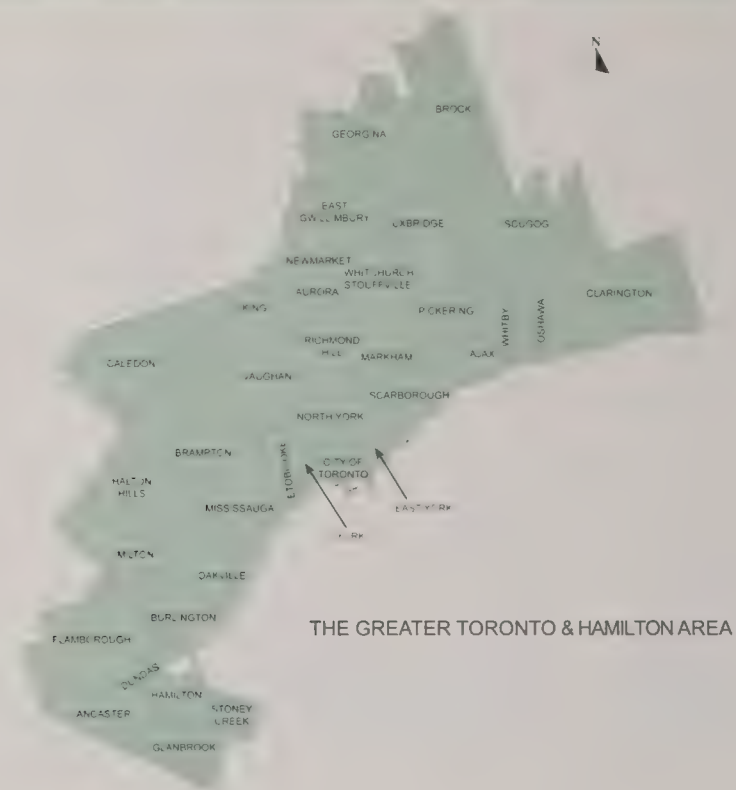
Time Period	Trips	% of 24 hr	Destination Purpose				Auto Driver	Auto Passing	Mode of Travel		Walk & Cycle	Other
			Work	School	Home	Other			Local Transit	GO Train		
6 - 9 a.m.	139 900	20.7%	44%	29%	7%	21%	59%	13%	11%	0%	13%	5%
	146 700	20.7%	48%	28%	6%	18%	60%	13%	8%	0%	14%	5%
	134 300	20.5%	52%	28%	5%	15%	60%	13%	9%	0%	15%	3%
	133 600	20.2%	63%	21%	4%	12%	61%	11%	15%	0%	12%	2%
24 hours	674 600	14%	8%	42%	36%		63%	17%	10%	0%	8%	2%
	707 600	15%	7%	42%	36%		65%	17%	8%	0%	8%	2%
	669 700	16%	7%	42%	35%		63%	18%	8%	0%	9%	2%
	660 300	18%	7%	41%	34%		60%	18%	12%	0%	8%	2%

LEGEND

2006 TTFS



ORIGIN-DESTINATION MATRICES



2006 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE: ALL
 MODE: ALL
 PERIOD: 24 HOUR

		TO																							
FROM		CITY OF TORONTO						DURHAM								YORK									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CITY OF TORONTO																									
TORONTO		1	549 900	56 700	60 200	187 800	86 200	104 600	*	500	200	8 500	8 000	7 500	5 200	1 900	1 200	800	4 000	3 000	19 400	1 600	31 900	1 600	27 600
EAST YORK		2	54 200	50 400	900	24 300	2 800	21 700	100	100	100	600	500	300	300	100	100	100	200	200	1 000	200	2 800	100	1 300
YORK		3	61 500	1 000	48 600	36 800	17 900	4 700	*	*	*	200	300	100	200	100	100	*	400	200	1 000	100	1 700	100	6 800
NORTH YORK		4	169 000	2 800	37 900	619 200	48 200	107 800	100	700	300	6 900	5 800	4 300	3 200	1 200	1 200	500	5 400	4 500	27 700	1 400	53 200	1 700	79 600
ETOBICOKE		5	86 500	1 700	17 800	47 800	345 300	12 800	*	100	200	900	800	600	700	200	400	300	1 300	800	3 000	100	4 500	1 100	21 400
SCARBOROUGH		6	139 100	23 400	4 600	106 500	11 900	627 600	200	700	500	21 000	11 700	8 000	5 800	2 200	700	500	2 600	1 700	11 000	1 600	65 300	400	11 400
DURHAM																									
BRRIDGE		7	100	100	*	100	100	200	4 200	400	1 000	1 100	500	400	200	100	500	100	500	*	100	100	200	*	100
XBRIDGE		8	600	100	*	700	100	700	900	2 100	1 500	1 000	500	600	400	100	500	500	1 600	300	200	1 500	200	200	200
SCOGG		9	300	100	*	300	200	600	1 000	1 500	2 200	6 100	500	1 800	3 700	1 200	200	*	100	100	100	200	700	*	100
PICKERING		10	8 600	600	300	7 000	1 000	20 400	100	700	500	95 600	19 500	7 200	6 700	1 800	100	100	300	200	1 100	900	4 200	*	1 000
ALMA		11	8 100	400	300	6 200	700	12 400	300	500	600	18 800	90 200	11 300	8 700	2 600	100	*	100	200	600	200	1 300	*	800
WHITE		12	7 900	300	10	4 200	600	8 100	400	500	1 800	7 300	11 200	121 600	17 000	6 800	100	*	100	200	600	300	2 500	*	800
OSHAWA		13	5 400	400	100	2 300	800	5 800	200	400	1 600	6 400	8 700	36 600	202 700	24 500	100	100	200	300	400	200	2 600	*	700
CLARINGTON		14	1 800	200	*	1 100	300	2 200	100	200	1 100	2 200	2 400	6 800	24 500	78 000	100	*	*	*	100	200	900	*	400
YORK																									
GEORGINA		15	1 400	100	100	1 100	400	700	500	500	200	100	100	*	100	*	39 900	1 800	7 200	1 100	1 000	500	1 700	100	900
EAST WILMBURY		16	700	100	*	1 100	400	400	100	400	*	100	*	*	100	*	2 000	9 100	11 200	1 200	900	700	800	500	600
NEWMARKET		17	4 300	300	100	5 700	1 200	2 600	500	1 100	100	300	300	200	300	100	7 100	11 300	104 100	12 800	5 100	2 600	4 900	3 000	3 300
AJRWIL		18	3 100	300	200	4 400	800	1 500	*	100	*	200	200	200	300	*	1 000	1 300	12 600	47 500	6 900	1 500	3 500	2 100	2 900
RICHMOND HILL		19	19 700	400	1 100	28 000	3 100	10 700	100	300	100	1 000	700	600	400	200	1 000	900	5 400	6 500	146 900	2 000	33 800	2 600	23 600
WHITCHURCH STOUFVILLE		20	1 100	200	100	1 500	1 100	1 100	100	1 600	400	900	400	200	300	300	600	600	2 800	1 300	2 100	17 800	6 700	300	700
MARKHAM		21	11 900	2 600	1 700	50 200	4 800	65 700	300	1 500	800	4 100	3 200	3 500	2 600	800	1 700	800	5 200	3 700	33 300	7 000	265 700	700	19 000
KING		22	1 600	100	100	1 700	1 300	400	100	100	*	*	*	*	*	*	100	500	3 000	2 300	2 600	200	700	9 400	1 600
VAUGHAN		23	27 100	1 400	6 600	79 100	21 600	11 400	100	200	100	1 600	700	900	700	200	900	600	3 300	2 400	23 700	700	19 100	4 000	228 000
PEEL																									
CALEDON		24	2 100	100	400	2 400	4 400	300	*	*	*	100	*	100	*	*	100	*	200	200	600	*	500	900	4 100
BRAMPTON		25	20 800	700	2 900	19 700	25 400	4 800	100	100	100	500	300	600	300	200	200	200	500	500	2 100	200	1 300	400	16 000
MISSISSAUGA		26	74 000	2 900	6 700	37 500	87 300	14 800	*	100	100	1 800	1 600	1 200	1 200	500	500	300	1 400	1 300	4 500	500	9 200	500	17 100
HALTON																									
HALTON HILLS		27	1 700	*	200	1 600	1 200	200	*	*	*	100	100	*	100	*	*	*	100	*	200	*	200	*	800
MILTON		28	2 500	100	400	1 400	1 800	400	*	*	*	*	*	*	100	*	*	*	100	100	300	*	400	*	200
OAKVILLE		29	15 400	300	900	4 600	6 800	1 300	*	*	*	100	*	100	100	100	100	100	100	*	400	*	1 000	100	1 200
BURLINGTON		30	6 500	100	200	1 800	2 900	700	*	*	*	100	100	100	100	*	*	*	100	100	300	100	300	100	800
CITY OF HAMILTON																									
CLAMBUROUGH AREA		31	600	*	*	300	200	100	*	*	*	100	*	*	*	*	*	*	*	*	*	100	*	100	*
DUNDAS AREA		32	500	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100
ANCASTER AREA		33	600	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
GLANBROOK AREA		34	100	*	100	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	100
STONE CREEK AREA		35	900	100	*	300	300	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	200
HAMILTON AREA		36	4 500	100	200	1 400	1 400	500	*	*	*	*	*	*	100	*	*	*	*	100	200	*	300	600	600
MUNICIPAL TOTAL			1 700 000	123 000	14 200	1 194 000	480 200	1 061 600	14 800	39 400	46 700	181 400	167 800	215 000	106 100	128 100	60 500	46 900	174 300	92 900	2 97 500	41 100	520 600	30 200	475 800
REGIONAL TOTAL								5 105 900								5 277 100									1 714 100

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2006 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : ALL
MODE : ALL
PERIOD : 6 TO 9 AM

FROM		TO																								
		CITY OF TORONTO						DURHAM								YORK										
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
CITY OF TORONTO																										
TORONTO	1	208,100	6,700	6,000	34,900	12,900	13,100	*	*	*	600	400	400	400	*	*	*	300	300	1,600	100	4,200	100	3,700	1	
EAST YORK	2	20,000	10,400	200	7,500	1,200	4,200	*	*	*	100	100	*	*	*	*	*	*	100	300	100	1,000	100	600	2	
YORK	3	23,100	400	11,800	10,400	4,900	1,200	*	*	*	100	*	*	100	*	*	*	*	100	200	*	700	*	2,200	3	
NORTH YORK	4	61,500	2,800	6,700	146,400	10,400	16,400	*	*	*	800	800	500	300	100	*	*	*	500	600	3,700	300	9,700	400	16,700	4
ETOBICOKE	5	29,300	400	3,200	13,600	69,100	2,700	*	*	*	100	200	100	100	*	100	*	300	100	*	1,200	200	5,900	5		
SCARBOROUGH	6	48,700	1,500	1,100	12,200	1,800	14,100	*	100	100	2,100	1,100	700	1,000	200	100	100	600	500	2,500	100	14,400	100	4,200	6	
DURHAM																										
BROOK	7	*	*	*	100	*	100	2,300	100	400	*	100	200	100	*	200	100	300	*	100	100	100	*	700	7	
OXBRIDGE	8	200	*	*	400	*	400	*	4,500	200	200	100	100	*	*	*	100	400	100	200	500	600	100	100	8	
SCUDG	9	100	*	*	100	100	200	100	400	4,600	200	200	500	1,000	100	*	*	100	100	400	100	400	*	900	9	
PICKERING	10	5,300	200	100	1,000	300	700	*	200	100	21,100	3,400	1,200	1,600	100	100	*	*	100	300	300	2,100	*	400	10	
AJAX	11	5,400	200	100	3,500	300	5,500	*	*	*	4,300	20,200	1,300	1,800	300	*	*	200	100	400	*	1,900	*	400	11	
WHITBY	12	4,600	100	*	2,100	300	3,900	100	100	300	2,600	1,100	28,600	7,000	900	*	*	100	100	300	200	2,300	*	400	12	
OSHAWA	13	2,700	100	*	1,400	100	2,400	100	100	400	2,000	1,900	7,100	39,400	2,500	*	*	*	300	200	100	1,400	*	200	13	
CLARINGTON	14	900	100	*	500	100	1,000	*	100	100	1,200	1,100	2,400	6,400	18,400	*	*	*	*	*	100	400	*	100	14	
YORK																										
GEORGINA	15	500	*	*	700	100	300	100	100	100	100	*	*	*	*	8,100	400	3,100	700	500	200	1,100	*	400	15	
EAST GUILDFORD	16	400	*	*	500	300	100	*	*	*	*	*	*	*	*	100	2,200	4,000	600	500	200	400	200	300	16	
NEWMARKET	17	2,900	200	100	2,100	400	1,000	*	100	*	*	100	*	100	*	400	500	21,600	2,100	1,400	500	2,300	600	1,500	17	
AURORA	18	1,800	100	*	2,200	400	400	*	*	*	100	100	*	*	*	100	200	2,100	11,900	2,000	200	1,800	500	1,200	18	
RICHMOND HILL	19	11,500	200	100	10,900	1,500	3,100	*	*	*	200	*	100	100	*	100	100	1,200	1,700	34,300	200	9,600	800	6,900	19	
WHITCHURCH-STOUFFVILLE	20	700	100	*	500	100	700	*	200	*	100	100	*	100	*	100	100	500	400	700	3,400	1,900	100	400	20	
MARKHAM	21	16,300	600	300	15,900	1,400	15,400	*	*	*	400	300	200	500	100	100	100	800	400	6,000	900	66,400	200	4,000	21	
KING	22	600	*	*	800	300	100	*	*	*	*	*	*	*	*	*	200	500	700	600	100	300	2,200	900	22	
VAUGHAN	23	13,300	300	1,100	24,100	6,100	2,700	*	100	*	100	100	200	100	*	*	100	600	400	4,100	100	5,200	700	54,800	23	
PEEL																										
CALEDON	24	900	*	100	1,100	1,500	200	*	*	*	*	*	100	*	*	*	*	100	100	200	*	200	300	1,800	24	
BRAMPTON	25	11,500	200	500	8,000	10,700	1,100	*	*	*	100	*	100	100	*	*	*	200	100	500	*	1,100	100	6,600	25	
MISSISSAUGA	26	34,600	400	1,400	11,800	24,200	2,600	*	*	*	300	200	100	200	*	*	*	100	100	600	100	2,000	100	4,700	26	
HALTON																										
HALTON HILLS	27	900	*	*	400	600	100	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	300	27	
MILTON	28	1,100	*	100	500	700	100	*	*	*	*	*	*	100	*	*	*	*	*	100	*	200	*	300	28	
OAKVILLE	29	9,500	100	100	1,100	2,400	400	*	*	*	*	*	*	*	*	*	*	*	100	*	500	*	400	29		
BURLINGTON	30	4,100	*	*	900	1,000	200	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200	30		
CITY OF HAMILTON																										
FLAMBOURG AREA	31	300	*	*	200	100	*	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	31		
DUNDAS AREA	32	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	32		
ANCASTER AREA	33	300	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33		
GLANBROOK AREA	34	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34		
STONE CREEK AREA	35	500	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	35		
HAMILTON AREA	36	1,700	*	100	400	400	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	*	*	36		
MUNICIPAL TOTAL		5,400	27,300	33,800	339,900	156,300	230,100	4,000	6,100	6,200	17,500	31,400	11,000	60,400	23,200	4,700	4,100	47,800	2,100	61,900	8,100	133,600	6,800	119,700		
REGION TOTAL							1,310,250								214,400									403,700		

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2006 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : ALL
 MODE : ALL
 PERIOD : 6 TO 9 AM

TO																																						
PEEL	24	25	26	HALTON			CITY OF HAMILTON								MUNICIPAL TOTAL		REGION TOTAL																					
				27	28	29	30	31	32	33	34	35	36						FROM																			
1	100	2 100	11 300	100	200	1 000	400	*	*	*	*	*	*	30 000	1 000 000																			CITY OF TORONTO				
2	*	300	800	*	*	100	*	*	*	*	*	*	*	47 000	1 000 000																	TORONTO						
3	100	800	3 800	100	200	1 000	100	*	*	*	*	*	*	62 000	1 000 000																	EAST YORK						
4	200	2 800	9 500	*	200	500	200	*	*	*	*	*	*	2 62 000	1 000 000																	YORK						
5	100	1 400	16 800	*	200	1 200	400	*	*	*	*	*	*	148 000	1 000 000																	NORTH YORK						
6	*	1 300	4 800	*	*	*	200	*	*	*	*	*	*	258 000	1 000 000																	ETOBICOKE						
																																SCARBOROUGH						
7	*	*	*	*	*	*	*	*	*	*	*	*	*	4 800	1 000 000																	DURHAM						
8	*	*	100	*	*	300	*	*	*	*	*	*	*	200	1 000 000																	BRICK						
9	*	*	*	*	*	*	*	*	*	*	*	*	*	800	1 000 000																	LXBRIDGE						
10	*	100	700	*	*	100	100	*	*	*	*	*	*	400	1 000 000																	SCUGOG						
11	*	100	400	*	*	*	*	*	*	*	*	*	*	400	1 000 000																	PICKERING						
12	*	200	600	*	*	*	*	*	*	*	*	*	*	58 000	1 000 000																	AURORA						
13	*	100	400	*	*	*	*	*	*	*	*	*	*	600	1 000 000																	WHITBY						
14	*	100	*	*	*	100	*	*	*	*	*	*	*	300	1 000 000																	OWASATA						
																																CARLINGTON						
15	*	100	100	*	*	*	*	*	*	*	*	*	*	100	1 000 000																	YORK						
16	*	100	100	*	*	*	*	*	*	*	*	*	*	100	1 000 000																	GEORGINA						
17	*	100	500	*	*	100	*	*	*	*	*	*	*	100	1 000 000																	EAST GUILMBURY						
18	*	200	800	*	100	*	*	*	*	*	*	*	*	200	1 000 000																	NEWMARKET						
19	100	700	2 100	*	100	200	*	*	*	*	*	*	*	200	1 000 000																	AURORA						
20	*	100	200	*	*	*	*	*	*	*	*	*	*	100	1 000 000																	RICHMOND HILL						
21	100	800	100	*	100	100	100	100	100	100	100	100	100	100	1 000 000																	WHITCHURCH-STOUFFVILLE						
22	100	200	300	*	*	100	*	*	*	*	*	*	*	100	1 000 000																	MARKHAM						
23	400	3 000	5 000	*	200	300	100	*	*	*	*	*	*	100	1 000 000																	KING						
																																VAUGHAN						
24	10 300	4 800	2 900	200	*	200	*	*	*	*	*	*	*	200	1 000 000																			PEEL				
25	3 000	120 300	41 500	1 000	1 000	1 400	600	100	*	*	*	*	400	210 100	1 000 000																	Caledon						
26	600	14 700	231 200	500	1 600	10 900	2 300	200	100	100	*	100	1 600	347 600	1 000 000																	BRAMPTON						
																																MISSISSAUGA						
27	100	800	4 200	100	100	100	100	100	100	100	100	100	100	25 000	1 000 000																	HALTON						
28	100	1 400	5 700	100	100	100	100	100	100	100	100	100	100	25 000	1 000 000																	HALTON HILLS						
29	100	1 100	14 400	100	100	100	100	100	100	100	100	100	100	80 000	1 000 000																	MILTON						
30	100	100	100	100	100	100	100	100	100	100	100	100	100	70 000	1 000 000																	OAKVILLE						
																																BURLINGTON						
31	*	200	800	*	400	100	2 500	5 800	100	400	*	300	2 600	15 700	1 000 000																			CITY OF HAMILTON				
32	*	100	200	*	100	100	100	100	100	100	100	100	100	10 600	1 000 000																	FLAMBOROUGH AREA						
33	*	100	500	*	100	100	100	100	100	100	100	100	100	14 600	1 000 000																	DUNDAS AREA						
34	*	*	100	*	*	*	*	300	400	100	200	300	6 100	5 400	1 000 000																	ANCASTER AREA						
35	*	*	100	*	*	*	*	400	100	400	700	800	2 700	5 400	1 000 000																	GLANBROOK AREA						
36	*	100	600	*	100	700	2 400	100	100	400	200	10 600	9 900	26 100	1 000 000																	STONEY CREEK AREA						
	*	300	2 400	100	300	2 500	2 500	1 400	100	100	800	1 400	1 400	1 400	1 400																	HAMILTON AREA						
	16 000	16 200	12 000	100	19 100	84 000	70 800	10 000	6 900	11 300	2 300	19 500	139 500																									

2006 TTS HOME TO WORK MATRIX FOR 36 MUNICIPALITIES

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HOUR

		TO																								
FROM		CITY OF TORONTO						DURHAM								YORK										
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
CITY OF TORONTO																										
TORONTO	1	174,400	4,900	3,700	30,600	13,500	11,900	*	*	*	500	300	400	400	*	*	*	400	300	1,900	200	4,900	160	4,700	1	
EAST YORK	2	22,400	1,200	300	6,400	1,500	3,500	*	*	*	100	*	*	100	*	*	*	100	400	1,400	*	1,400	*	900	2	
YORK	3	23,400	400	3,600	9,700	4,600	1,400	*	*	*	100	*	*	100	*	*	*	100	100	400	*	400	*	1,000	3	
NORTH YORK	4	54,400	2,900	3,700	66,800	10,300	14,400	*	*	*	700	400	400	300	200	*	*	*	900	600	3,700	300	10,500	200	14,400	4
ETOBICOKE	5	24,400	500	2,100	13,600	31,100	2,200	*	*	*	200	100	100	100	*	100	*	400	100	500	100	1,300	100	6,600	5	
SCARBOROUGH	6	52,400	4,100	1,200	32,100	5,100	64,200	*	100	100	2,400	1,400	600	700	200	*	100	800	100	1,600	400	12,400	*	5,900	6	
DURHAM																										
BRECK	7	*	100	*	100	100	20	1,000	400	200	100	100	100	100	*	200	100	300	*	100	100	200	*	100	7	
UXBRIDGE	8	400	100	*	500	100	50	*	1,000	100	200	200	200	200	*	100	100	400	100	200	600	800	*	200	8	
SCARVING	9	200	*	*	100	100	20	*	1,000	200	300	200	700	1,100	200	*	*	*	*	100	100	500	*	100	9	
PICKERING	10	5,800	200	100	4,300	800	7,500	*	100	*	5,800	2,100	800	1,100	100	100	100	100	100	500	300	2,500	*	600	10	
ALAX	11	6,500	300	200	3,800	500	6,000	100	*	*	4,200	5,600	1,400	1,800	200	*	*	200	100	500	100	2,500	*	600	11	
WHITBY	12	5,500	200	100	2,900	300	4,800	100	100	200	3,100	3,200	8,900	6,000	800	*	*	100	100	500	200	2,600	*	500	12	
OSHAWA	13	1,000	200	100	1,000	100	1,000	*	100	400	2,900	2,600	8,100	20,400	1,900	*	*	*	300	300	200	1,700	*	400	13	
CLARINGTON	14	1,100	100	*	1,100	200	1,600	*	100	100	1,500	1,400	3,200	8,100	7,200	*	*	*	*	100	100	700	*	200	14	
YORK																										
GEORGIANA	15	800	*	100	900	200	500	100	100	*	100	*	*	100	*	1,000	600	1,400	800	800	300	1,500	*	800	15	
EAST WILMBURY	16	600	100	*	600	300	200	*	100	*	100	*	*	*	*	200	800	2,100	700	600	300	700	200	500	16	
NEWMARKET	17	2,500	200	100	2,100	300	1,500	*	100	*	100	*	*	100	*	300	400	4,700	2,100	1,500	500	2,600	500	1,900	17	
AURORA	18	2,100	100	100	2,400	400	500	*	*	*	*	*	*	*	*	100	100	2,000	1,100	1,600	200	2,100	300	1,400	18	
RICHMOND HILL	19	11,400	100	300	1,000	1,100	3,200	*	*	*	100	100	100	100	*	100	*	1,400	1,000	11,100	200	7,900	300	6,800	19	
WHITCHURCH-STOUFFVILLE	20	500	100	100	600	100	20	*	100	*	100	*	*	*	*	100	100	500	200	600	1,600	1,700	100	400	20	
MARKHAM	21	1,100	100	400	1,000	1,500	1,600	*	100	*	400	200	100	100	*	*	*	900	100	5,600	800	26,600	100	4,900	21	
KING	22	800	*	100	800	400	1,200	*	*	*	*	*	*	*	*	*	100	400	200	500	100	300	500	100	22	
AUGHAN	23	12,100	200	1,200	20,400	5,800	2,700	*	*	*	200	100	100	100	*	*	100	700	400	1,100	100	4,500	400	26,700	23	
PEEL																										
GALEON	24	900	*	100	1,400	1,900	200	*	*	*	100	*	100	*	*	*	*	100	100	200	*	300	200	2,200	24	
BRAMPTON	25	12,500	200	700	9,200	12,000	1,400	*	*	*	100	*	100	*	*	*	*	200	100	700	100	1,400	100	8,900	25	
MISSISSAUGA	26	36,100	500	1,600	12,600	26,300	2,800	*	*	*	400	200	*	200	*	*	*	100	200	700	100	2,600	*	6,000	26	
HALTON																										
HALTON HILLS	27	1,100	*	100	500	600	200	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	400	27	
MILTON	28	1,600	*	100	700	1,000	200	*	*	*	*	*	*	*	*	*	*	*	100	100	*	200	*	400	28	
OAKVILLE	29	10,300	100	200	1,500	3,100	500	*	*	*	100	*	*	*	*	*	*	*	*	100	*	800	*	500	29	
BURLINGTON	30	4,500	*	100	1,300	1,500	200	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	500	30	
CITY OF HAMILTON																										
CLAMBERG AREA	31	400	*	*	200	100	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	100	*	100	31	
DUNCAN AREA	32	100	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	32	
ANCASTER AREA	33	400	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33	
GLANBROOK AREA	34	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34	
STONE CREEK AREA	35	500	*	*	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	35	
HAMILTON AREA	36	2,200	*	100	500	700	100	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	400	36	
MUNICIPAL TOTAL		1,100,000	15,400	12,400	124,000	31,100	167,900	1,400	1,000	2,400	24,100	14,100	2,600	4,100	11,100	4,400	2,800	25,100	12,800	4,100	7,600	101,300	1,400	105,600		
REGION TOTAL							1,177,800								128,600									103,100		

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2006 TTS HOME TO WORK MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HOUR

TO															MUNICIPAL TOTAL		REGION TOTAL		FROM			
PEEL	24	25	26	HALTON	27	28	29	30	CITY OF HAMILTON					31							32	33
1	100	2 400	12 300	1 100	200	1 100	400	*	*	*	*	*	*	400	270 900				1	CITY OF TORONTO		
2	*	300	1 200	*	*	*	*	*	*	*	*	*	*	100	39 900				2	TORONTO		
3	100	1 100	4 000	1 100	100	500	100	*	*	*	*	*	*	*	53 600				3	EAST YORK		
4	100	1 100	11 200	1 100	200	*	*	*	*	*	*	*	*	200	208 100				4	YORK		
5	100	1 400	18 100	100	400	1 100	500	*	*	*	*	*	*	200	113 600				5	NORTH YORK		
6	*	2 400	7 000	*	100	400	2 100	*	*	*	*	*	*	100					6	ETOBICOKE		
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*					7	SCARBOROUGH		
8	*	*	1 100	*	*	*	100	*	*	*	*	*	*	*					8	DURHAM		
9	*	100	*	*	*	*	*	*	*	*	*	*	*	*					9	BRANDON		
10	*	200	1 100	*	*	200	1 100	*	*	*	*	*	*	*					10	OXBRIDGE		
11	*	100	400	*	*	*	*	*	*	*	*	*	*	*					11	SCUOGOG		
12	*	300	800	*	*	100	*	*	*	*	*	*	*	*					12	PICKERING		
13	*	200	700	*	*	*	*	*	*	*	*	*	*	*					13	AURORA		
14	*	200	200	*	*	*	*	*	*	*	*	*	*	*					14	WHITBY		
15	*	100	400	*	*	100	*	*	*	*	*	*	*	*					15	SCARWATA		
16	*	100	100	*	*	*	*	*	*	*	*	*	*	*					16	SARINGTON		
17	*	200	800	*	*	100	1 100	*	*	*	*	*	*	*					17	YORK		
18	100	300	700	*	100	1 100	1 100	*	*	*	*	*	*	*	14 000				18	GEORGINA		
19	200	300	2 800	100	100	200	1 100	*	*	*	*	*	*	*	20 000				19	EAST GWILLIMBURY		
20	*	100	300	*	*	*	*	*	*	*	*	*	*	*					20	NEWMARKET		
21	100	1 600	4 000	*	*	200	1 100	*	*	*	*	*	*	*	20 000				21	AURORA		
22	100	200	400	*	*	100	*	*	*	*	*	*	*	*	20 000				22	RICHMOND HILL		
23	500	1 200	6 500	100	200	400	2 100	*	*	*	*	*	*	*	40 000				23	WHITCHURCH-STOUFFVILLE		
24	4 800	3 900	1 600	200	*	200	*	*	*	*	*	*	*	*	20 400	444 900			24	MARKHAM		
25	2 100	60 300	51 800	1 400	1 400	1 800	700	*	*	*	*	*	*	100	168 300				25	KING		
26	700	16 300	1 12 400	800	1 700	10 400	2 700	100	100	*	*	*	100	1 200	256 200				26	VAUGHAN		
27	200	3 300	5 200	5 300	1 100	900	200	100	*	*	*	*	*	100	20 800				27	PEEL		
28	100	1 500	6 700	600	5 800	1 600	600	*	*	*	*	*	100	300	21 500				28	CALEDON		
29	1 100	1 100	14 300	200	800	20 100	3 400	*	*	100	*	*	100	1 000	59 400				29	BRAMPTON		
30	*	1 100	7 000	300	1 300	9 500	23 900	700	200	300	*	600	4 500	58 600					30	MISSISSAUGA		
31	*	400	1 100	100	500	1 300	2 000	200	400	200	*	300	1 900	11 900					31	HALTON		
32	*	100	300	*	*	400	400	200	400	400	100	100	3 500	7 900					32	HALTON HILLS		
33	*	100	600	*	*	400	400	200	400	400	100	100	3 000	5 000					33	MILTON		
34	*	100	100	*	*	100	100	200	100	100	200	200	400	2 300	4 300				34	OAKVILLE		
35	*	100	100	*	*	100	100	200	100	100	200	200	400	2 300	4 300				35	BURLINGTON		
36	*	700	800	200	700	3 100	12 000	1 600	1 300	4 000	1 200	6 400	60 900	101 400					36	CITY OF HAMILTON		
		10 200	110 100	304 700	10 500	14 900	56 300	54 400	6 000	3 800	7 300	2 000	12 700	41 000					37	FLAMBOROUGH AREA		
		42 400	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	38	DUNDAS AREA		
		1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	39	ANCASTER AREA		
		1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	40	GLANBROOK AREA		
		1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	41	STONE CREEK AREA		
		1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	42	HAMILTON AREA		

2006 TTS HOME TO WORK MATRIX FOR 36 MUNICIPALITIES

PURPOSE : WORK
 MODE : ALL
 PERIOD : 6 TO 9 AM

		TO																							
FROM		CITY OF TORONTO						DURHAM								YORK									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CITY OF TORONTO																									
TORONTO	1	114 200	1 100	2 700	22 700	8 800	8 700	*	*	*	500	200	300	200	*	*	*	300	200	1 300	100	3 700	100	3 100	
EAST YORK	2	14 400	1 800	2 700	4 600	1 200	2 300	*	*	*	100	*	*	100	*	*	*	100	300	*	1 000	*	600		
YORK	3	15 100	1 800	2 700	6 700	1 100	1 900	*	*	*	100	*	*	100	*	*	*	20	*	700	*	2 900	*		
NORTH YORK	4	14 600	1 500	2 400	45 000	6 800	4 900	*	*	*	100	100	100	100	100	*	*	500	400	2 700	200	6 900	200	12 600	
ETHELBURY	5	21 700	1 800	1 400	9 600	19 000	1 900	*	*	*	100	1 100	1 100	*	*	100	*	300	100	900	*	900	100	4 500	
STARBUROGH	6	18 400	2 500	900	22 200	1 200	4 400	*	*	*	100	1 700	700	400	500	200	*	100	500	400	2 200	300	11 400	*	
DURHAM																									
BRIAR	7	*	*	*	1 500	*	1 500	100	1 100	100	*	100	100	*	*	100	*	200	*	100	100	200	*	*	
CLIFTON	8	200	*	*	300	*	400	*	1 100	100	100	200	100	*	*	100	100	300	100	100	400	500	*	100	
SCARBOROUGH	9	100	*	*	300	*	200	*	1 400	100	100	400	700	200	*	100	*	*	*	100	100	300	*	*	
SCARBOROUGH	10	4 600	100	100	1 200	300	5 700	*	1 300	1 400	700	700	*	*	*	100	*	*	100	300	200	2 000	*	400	
SCARBOROUGH	11	5 400	200	100	2 800	300	4 500	*	1 200	1 400	900	1 300	200	*	*	200	*	100	100	400	*	2 000	*	400	
SCARBOROUGH	12	4 100	100	100	2 500	300	4 500	100	100	200	2 500	5 600	4 000	600	*	*	100	100	300	200	2 100	*	400		
SCARBOROUGH	13	2 100	100	100	1 500	100	2 500	*	1 400	1 800	5 200	12 100	1 400	*	*	*	*	300	200	100	1 100	*	300	100	
SCARBOROUGH	14	800	100	100	400	100	1 100	*	1 100	1 200	1 000	2 000	4 700	4 300	*	*	*	*	100	100	400	*	*	100	
YORK																									
GEORGINA	15	400	*	*	600	100	400	100	1 100	*	100	*	*	*	*	2 000	100	2 400	700	500	200	1 000	*	400	
EAST WILMBURY	16	400	*	*	400	200	400	*	*	*	*	*	*	*	*	100	500	1 600	500	500	100	500	100	300	
NEWMARKET	17	1 800	100	100	2 200	400	800	*	*	*	*	1 100	*	100	*	300	200	6 200	1 400	1 200	400	2 100	100	1 400	
AURORA	18	1 600	100	*	1 900	400	400	*	*	*	*	*	*	*	*	100	100	1 200	2 200	1 400	100	1 700	200	1 100	
RICHMOND HILL	19	9 700	200	200	8 000	1 200	2 500	*	*	*	200	*	100	*	*	100	*	1 000	700	6 500	100	5 800	100	5 900	
WHITBY	20	700	*	*	500	100	500	100	100	100	100	100	100	100	*	*	100	200	500	1 300	1 200	*	400		
MARKHAM	21	1 800	500	300	10 400	1 200	11 800	*	400	300	100	300	*	*	*	*	700	400	3 500	500	17 300	100	3 200		
KING	22	500	*	*	600	300	100	*	*	*	700	*	*	*	*	100	300	100	300	100	200	300	700	200	
VAUGHAN	23	15 800	100	800	16 000	4 100	2 600	*	*	*	100	100	100	100	*	100	500	300	2 200	100	3 400	200	17 700		
PEEL																									
CALEDON	24	700	*	100	500	1 400	1 100	*	*	*	*	100	*	*	*	*	100	100	200	200	*	200	100	1 600	
BRAMPTON	25	700	200	500	1 100	1 400	1 100	*	*	*	100	*	100	*	*	*	200	100	400	400	*	1 000	100	5 900	
MISSISSAUGA	26	24 400	100	1 200	8 900	17 400	1 400	*	*	*	300	100	*	100	*	*	100	100	500	100	1 900	*	4 100		
HALTON																									
HALTON HILLS	27	200	*	*	400	400	100	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	200	
MILTON	28	1 100	*	*	400	200	500	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	300	
OAKVILLE	29	8 700	100	100	1 100	2 500	400	*	*	*	*	*	*	*	*	*	*	*	100	*	400	*	400		
BURLINGTON	30	1 700	*	*	800	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	300	300	
CITY OF HAMILTON																									
CLARKSON AREA	31	300	*	*	100	100	100	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	
DONALD AREA	32	200	*	*	100	100	100	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	
ANGLER AREA	33	100	*	*	100	100	100	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	
GLANVILLE AREA	34	100	*	*	100	100	100	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	
STONEHILL AREA	35	300	*	*	100	100	100	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	
HAMILTON AREA	36	1 400	*	*	200	400	100	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	100	
MUNICIPAL TOTAL			1 142 000	114 200	270 000	2 270 000	880 000	870 000	1 100 000	1 100 000	500 000	200 000	300 000	200 000	100 000	2 000 000	100 000	2 400 000	700 000	500 000	200 000	3 700 000	100 000	3 100 000	
REGION TOTAL																								207 100	

NOTE All numbers have been rounded to the nearest one hundred As a result, there may be some discrepancy in the column and row totals

2006 TTS HOME TO WORK MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : WORK
 MODE : ALL
 PERIOD : 6 TO 9 AM

TO																																									
PEEL		24	25	26	HALTON				CITY OF HAMILTON							MUNICIPAL		REGION		FROM																					
		24	25	26	27	28	29	30	31	32	33	34	35	36	TOTAL	TOTAL																									
1	210	1,700	9,500	160	100	800	50		*	*	*	*	*	200	18,100	609,800			1	CITY OF TORONTO																					
2			200	900			100		*	*	*	*	*		27,000				2	TORONTO																					
3			800	3,100	1,100	100	30	100	*	*	*	*	*		5,600				3	EAST YORK																					
4	200	2,200	8,200		200	40	100		*	*	*	*	*		14,500				4	YORK																					
5	200	2,500	12,900		200	1,500	50		*	*	*	*	*	200	17,600				5	NORTH YORK																					
6		1,000	4,400			200	100		*	*	*	*	*	100	5,600				6	ETOBICOKE																					
7															2,400				7	SCARBOROUGH																					
8			100			100			*	*	*	*	*		4,400				8	DURHAM																					
9									*	*	*	*	*		4,400				9	BRIDG																					
10		100	800			100	50		*	*	*	*	*		1,400				10	JXBRIDGE																					
11		100	800						*	*	*	*	*		1,400				11	SCUGOG																					
12		200	500						*	*	*	*	*		2,400				12	PICKERING																					
13		100	400						*	*	*	*	*		1,400				13	Aurora																					
14		100	400						*	*	*	*	*		1,400				14	Whitby																					
15		100	100						*	*	*	*	*		2,400				15	CARRINGTON																					
16		100	100						*	*	*	*	*		2,400				16	YORK																					
17		100	500			100			*	*	*	*	*		7,000				17	GEORGINA																					
18		100	600			100			*	*	*	*	*		13,500				18	EAST GWILLIMBURY																					
19	100	700	2,100		100	200			*	*	*	*	*		44,900				19	NEWMARKET																					
20		100	200						*	*	*	*	*		6,300				20	AURORA																					
21	100	700	1,100		100	100			*	*	*	*	*	100	68,400				21	RICHMOND HILL																					
22	100	100	200			100			*	*	*	*	*		4,100				22	WHITCHURCH-STOUFFVILLE																					
23	400	2,400	4,900		100	200	100		*	*	*	*	*		6,700				23	MARKHAM																					
24	3,200	2,700	2,700	100	*	200			*	*	*	*	*		14,600				24	KING																					
25	1,400	36,900	36,000	800	900	1,100	400		*	*	*	*	*	300	111,400				25	VAUGHAN																					
26	500	10,700	87,100	400	1,200	7,400	2,000		100	*	*	*	*	900	176,900				26	PEEL																					
27	200	2,400	4,000	3,800	700	800	200		100	*	*	*	*	100	14,400				27	CALEDON																					
28		1,200	5,200	500	3,600	1,300	400		*	*	*	*	*	200	15,400				28	BRAMPTON																					
29	100	1,100	11,700	100	600	12,600	2,500		*	*	*	*	*	800	43,600				29	MISSISSAUGA																					
30		900	6,100	300	1,000	7,000	15,700		600	100	200	*	400	3,500	41,900				30	HALTON																					
31		200	800	100	400	200	1,400		100	200	100		100	1,400	4,400				31	HALTON HILLS																					
32		100	400	100	400	100	1,400		100	200	100		100	1,400	4,400				32	MILTON																					
33		100	400	100	400	100	1,400		100	200	100		100	1,400	4,400				33	OAKVILLE																					
34		100	400	100	400	100	1,400		100	200	100		100	1,400	4,400				34	BURLINGTON																					
35		100	400	100	400	100	1,400		100	200	100		100	1,400	4,400				35	CITY OF HAMILTON																					
36		100	400	100	400	100	1,400		100	200	100		100	1,400	4,400				36	FLAMBOROUGH AREA																					
		6,900	70,000	210,100	6,600	9,700	38,600	36,900	4,100	2,500	4,200	1,200	8,600	6,000					37	DUNDAS AREA																					
		287,000	2,800,000	11,700,000	417,000	1,400,000	5,500,000	4,500,000	417,000	2,500,000	4,200,000	1,200,000	8,600,000	6,000,000					38	ANCASTER AREA																					
																			39	GLANBROOK AREA																					
																			40	STONEY CREEK AREA																					
																			41	HAMILTON AREA																					

2006 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 24 Hour

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	4,210,500	111,200	411,500	303,500	50,800	13,800	5,100,800
DURHAM	111,700	921,000	34,800	8,600	1,400	600	1,078,100
YORK	411,600	34,800	1,213,100	64,700	7,700	2,400	1,734,300
PEEL	308,100	8,800	65,200	1,735,200	108,300	14,900	2,240,500
HALTON	50,900	1,500	7,600	108,300	687,200	88,000	942,500
CITY OF HAMILTON	13,100	500	2,200	14,400	848,100	848,100	1,716,900
REGION TOTAL	5,115,800	1,077,100	1,734,300	2,234,800	1,612,200	942,000	12,016,200

2006 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 6 to 9 AM

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	972,800	11,100	78,200	58,400	5,600	1,200	1,127,300
DURHAM	53,600	197,800	16,300	2,900	400	200	271,200
YORK	143,500	4,000	287,100	18,900	1,700	300	455,500
PEEL	110,900	1,100	19,100	429,300	19,700	2,600	582,700
HALTON	24,900	200	2,500	37,800	142,000	10,400	217,800
CITY OF HAMILTON	4,500	100	500	5,400	122,200	174,800	207,500
REGION TOTAL	1,310,200	214,400	403,700	552,600	191,500	189,400	2,861,800

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2006 TTS HOME TO WORK TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work
 MODE : All
 PERIOD : 24 Hour

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	713,800	9,800	92,400	69,900	6,700	1,400	993,400
DURHAM	64,800	112,900	20,900	5,100	600	200	204,400
YORK	143,800	4,200	151,200	27,200	1,900	300	344,600
PEEL	120,100	1,200	24,400	278,100	21,400	1,900	444,900
HALTON	29,100	300	1,400	42,900	72,500	8,200	166,300
CITY OF HAMILTON	6,200	200	400	1,400	29,100	111,600	158,900
REGION TOTAL	1,077,800	128,600	303,100	424,900	136,200	123,600	2,194,200

2006 TTS HOME TO WORK TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work
 MODE : All
 PERIOD : 6 to 9 AM

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	486,700	7,200	62,700	48,000	4,500	800	609,800
DURHAM	46,500	72,300	15,200	2,800	300	100	137,100
YORK	108,900	2,800	109,300	17,100	1,400	300	234,800
PEEL	87,900	800	17,000	183,200	14,600	1,400	302,900
HALTON	22,400	100	2,400	32,900	51,200	6,300	115,200
CITY OF HAMILTON	3,700	100	400	1,400	12,700	72,800	90,600
REGION TOTAL	756,000	83,300	207,100	287,000	91,700	81,600	1,506,700

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE: ALL
MODE: ALL
PERIOD: 24 HOUR

FROM		TO																							
		CITY OF TORONTO						DURHAM								YORK									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CITY OF TORONTO																									
TORONTO		1	431 600	57 400	50 200	186 000	85 800	112 400	300	700	400	10 400	6 600	6 700	4 400	2 100	1 100	800	3 800	2 500	16 000	1 300	33 000	1 400	27 200
EAST YORK		2	57 300	44 400	1 000	23 500	3 300	23 600	*	100	*	600	600	200	300	200	100	*	200	100	900	200	1 600	*	1 300
YORK		3	60 700	900	46 600	39 200	18 600	5 000	*	*	*	300	200	200	200	100	*	*	100	200	800	*	2 000	1 300	6 300
NORTH YORK		4	186 500	24 400	38 700	590 500	51 200	109 500	300	500	500	7 300	4 400	3 300	2 900	1 300	1 000	900	5 200	3 300	25 400	1 600	52 600	1 700	75 000
ETOBICOKE		5	85 500	1 400	18 700	51 500	349 200	12 500	100	100	100	1 100	800	700	800	100	200	200	1 100	900	3 100	300	5 000	500	19 200
SCARBOROUGH		6	112 800	24 700	5 000	110 000	12 600	631 000	100	600	700	20 100	10 000	6 500	6 400	2 500	600	500	2 600	900	9 300	2 000	59 700	300	9 700
DURHAM																									
BRUCE		7	200	*	*	300	*	100	6 700	800	700	200	*	100	100	200	1 300	100	400	100	300	200	400	*	100
UMBRIDGE		8	700	*	*	700	*	100	400	1 500	700	200	400	400	200	800	400	600	100	400	1 600	1 400	*	300	
SCUDG		9	400	*	*	500	100	700	600	1 600	700	600	2 200	1 700	1 300	1 000	100	*	200	*	100	100	700	100	200
PICKERING		10	1 200	700	200	1 400	900	1 100	900	200	700	1 700	700	800	2 100	1 300	1 100	600	400	100	600	700	4 600	100	1 100
AJAX		11	1 800	600	200	4 800	900	1 100	900	200	700	1 700	700	800	2 100	1 300	1 100	*	100	100	700	200	2 800	100	500
WHITBY		12	600	200	200	1 600	900	1 100	900	200	700	2 200	1 700	800	900	400	300	400	200	200	500	300	2 400	*	700
OSHAWA		13	1 800	600	200	4 800	900	1 100	900	200	700	2 200	1 700	800	900	400	300	400	200	200	500	300	2 400	100	600
CLARINGTON		14	2 100	700	100	1 200	200	2 500	1 100	200	200	2 500	2 100	2 100	2 100	2 100	200	100	100	100	600	300	2 200	100	600
YORK																									
GEORGINA		15	1 100	100	*	1 100	200	600	1 300	700	700	200	100	100	100	100	16 700	1 800	5 600	1 100	1 200	700	1 400	200	600
EAST GUILDFORD		16	1 100	100	*	1 100	200	600	1 300	700	700	200	100	100	100	100	1 900	7 800	9 800	1 300	700	500	1 200	300	500
NEWMARKET		17	1 100	100	200	1 100	1 100	600	400	600	200	500	100	*	100	100	5 900	16 000	14 800	11 500	4 100	2 100	4 400	2 700	2 600
AURORA		18	2 100	100	300	1 100	700	400	1 100	1 100	100	100	200	100	100	100	1 100	1 200	11 600	40 400	6 300	1 200	2 800	2 200	2 100
RICHMOND HILL		19	1 100	100	700	25 400	3 300	4 500	200	400	100	700	700	300	600	200	1 100	600	4 000	6 000	118 400	1 400	12 100	2 400	20 100
WHITEHURCH-STOUFFVILLE		20	1 100	100	*	1 100	300	1 100	1 100	100	100	200	200	300	100	100	700	600	2 000	1 200	1 400	16 400	6 100	200	700
MARKHAM		21	1 100	100	1 100	53 700	5 200	58 900	400	1 100	600	500	2 900	3 100	2 300	1 000	1 100	1 100	4 000	2 800	32 100	6 200	231 300	800	18 200
KING		22	1 100	100	100	1 800	600	200	*	*	*	100	*	100	*	100	160	300	2 200	2 400	2 100	100	1 100	8 600	3 300
VAUGHAN		23	25 800	1 300	5 300	75 100	14 800	9 600	1 100	600	200	1 000	500	800	600	400	700	500	2 600	2 200	19 900	700	18 300	1 500	186 400
PEEL																									
CALEDON		24	2 400	100	200	2 600	1 600	400	*	*	*	100	*	*	100	*	200	*	400	200	600	100	300	1 600	3 400
BRAMPTON		25	14 500	700	2 800	15 800	22 400	4 400	*	*	100	400	400	200	400	200	200	100	500	500	1 600	200	3 000	600	12 600
MISSISSAUGA		26	14 800	3 100	8 600	35 300	6 800	14 400	100	200	100	1 900	1 400	1 200	1 200	500	400	100	1 600	1 000	3 700	400	8 100	700	16 700
HALTON																									
HALTON HILLS		27	2 200	*	200	800	1 400	400	*	*	*	*	*	*	100	100	100	*	100	*	100	100	200	100	600
MILTON		28	2 300	100	200	800	1 200	400	*	*	*	100	*	100	*	100	100	*	100	*	200	*	200	*	300
ORANGEVILLE		29	1 200	300	400	1 400	1 200	1 600	1 400	*	*	100	100	100	100	100	100	*	200	100	200	200	700	200	1 600
BURLINGTON		30	1 500	100	200	1 600	2 700	500	1 100	*	200	*	100	100	100	200	*	*	*	100	*	500	*	600	300
CITY OF HAMILTON																									
FAMBERSBURGH AREA		31	1 100	*	200	400	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100
DUNDAS AREA		32	1 100	*	100	100	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
ANCASTER AREA		33	1 100	*	200	200	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
GRANDBROOK AREA		34	1 100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
STANLEY-REDFRANK AREA		35	1 100	*	100	300	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200
HAMILTON AREA		36	1 100	100	200	1 200	1 600	600	1 100	*	100	100	100	100	100	100	*	100	100	100	200	*	300	*	400
MUNICIPAL TOTAL			1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100
REGION TOTAL			1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100	1 100

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : ALL
 MODE : ALL
 PERIOD : 6 TO 9 AM

		TO																						
FROM		CITY OF TORONTO						DURHAM							YORK									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
CITY OF TORONTO																								
TORONTO	1	204 100	5 400	7 800	36 200	13 900	12 400	*	*	*	500	200	300	300	100	100	*	200	100	1 300	100	5 500	200	4 400
EAST YORK	2	26 400	9 800	200	6 800	1 200	5 800	*	*	*	160	100	*	130	*	100	*	100	*	200	*	1 600	*	400
YORK	3	22 500	200	13 200	1 100	5 400	1 700	*	*	*	100	*	*	*	*	*	*	*	*	200	*	800	*	2 600
NORTH YORK	4	58 100	4 300	6 300	133 600	11 200	17 500	*	*	*	700	300	130	300	100	100	*	700	300	3 500	100	10 100	200	16 600
ETOBICOKE	5	10 200	500	2 500	14 900	71 500	2 800	*	*	*	100	100	130	*	*	*	*	100	100	700	*	1 500	100	5 100
SCARBOROUGH	6	49 500	3 900	1 100	11 400	4 400	138 100	*	100	*	2 400	1 100	530	1 000	300	*	100	500	200	2 000	300	15 200	100	3 800
DURHAM																								
BROCK	7	100	*	*	*	*	100	1 600	300	200	100	*	100	*	*	300	*	100	*	200	100	300	*	700
UXBRIDGE	8	300	*	*	400	*	400	100	3 600	200	130	100	100	100	*	100	100	200	*	200	600	800	*	100
SCUDGS	9	200	*	*	300	*	300	100	500	4 800	100	200	400	1 000	200	*	*	100	*	*	300	*	100	900
PICKERING	10	6 500	300	100	4 200	500	7 000	*	100	*	18 300	2 800	1 100	600	200	*	100	*	200	100	2 600	*	400	100
AJAX	11	4 500	200	100	2 700	500	4 600	*	100	3 300	16 300	1 100	1 500	300	*	*	100	*	200	100	1 700	*	200	1100
WHITBY	12	4 100	100	100	1 900	300	3 200	*	100	200	2 500	2 400	21 200	5 500	500	*	*	*	300	100	1 700	*	300	1200
OSHAWA	13	2 400	100	*	1 100	200	2 600	100	100	400	2 900	2 300	8 800	37 800	2 100	*	*	100	*	300	100	1 100	*	300
CLARINGTON	14	1 300	*	*	600	100	1 400	*	*	200	1 100	800	2 100	7 000	15 300	*	*	*	100	*	400	*	100	1300
YORK																								
GEORGINA	15	400	*	*	600	100	200	500	100	*	130	*	*	100	*	7 300	600	2 000	600	900	300	1 200	100	400
EAST GUILDFORD	16	400	*	*	600	200	300	*	200	*	*	*	*	*	*	300	1 700	3 400	600	400	200	800	100	300
NEWMARKET	17	2 100	*	*	2 700	400	1 200	*	100	*	100	*	*	*	*	300	600	17 500	2 000	1 400	300	2 200	400	900
AURORA	18	1 700	*	100	2 700	400	400	*	*	*	*	*	*	*	*	100	100	1 800	8 500	2 200	300	1 400	700	800
RICHMOND HILL	19	9 100	300	300	5 200	1 100	3 100	*	*	200	100	100	100	*	*	*	600	900	26 000	200	9 800	500	6 600	
WHITCHURCH STOUFFVILLE	20	500	*	*	800	200	800	*	100	*	200	*	100	*	*	*	100	400	300	4 000	3 000	2 000	100	200
MARKHAM	21	15 000	500	200	15 400	1 600	12 800	*	100	*	500	300	200	200	100	*	100	400	300	4 100	600	53 500	200	3 900
KING	22	700	*	*	900	300	*	*	*	*	*	*	*	*	*	*	*	500	500	700	*	300	2 300	1 000
VAUGHAN	23	11 900	200	1 300	22 400	5 500	1 900	*	*	*	100	100	100	100	*	*	*	400	300	3 000	200	5 400	1 100	44 200
PEEL																								
CALEDON	24	1 100	100	100	1 400	1 800	100	*	*	*	*	*	*	*	*	*	*	100	100	200	*	200	200	1 700
BRAMPTON	25	9 900	100	600	6 400	8 900	1 900	*	*	*	100	*	100	*	*	*	*	200	100	400	*	1 100	200	5 100
MISSISSAUGA	26	34 200	500	1 600	10 900	23 300	2 700	*	*	*	300	100	100	100	100	*	*	200	100	500	100	2 000	100	4 200
HALTON																								
HALTON HILLS	27	1 200	*	100	400	700	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	100	200
MILTON	28	600	*	100	200	300	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100
OAKVILLE	29	9 900	100	200	1 400	2 400	800	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	300	600
BURLINGTON	30	4 600	*	*	900	1 200	200	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200	*	200
CITY OF HAMILTON																								
FLAMBOROUGH AREA	31	500	*	*	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
DUNDAS AREA	32	300	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ANGASTER AREA	33	200	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
GLANBROOK AREA	34	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
STONE CREEK AREA	35	400	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	350
HAMILTON AREA	36	2 200	*	*	200	500	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100
MUNICIPAL TOTAL		51 900	28 400	17 100	342 100	158 300	222 800	2 500	4 600	6 100	34 400	27 600	34 600	56 300	19 400	8 700	3 400	29 400	15 200	50 100	7 000	124 400	6 900	105 300
REGION TOTAL																186 300								351 000

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : ALL
MODE : ALL
PERIOD : 6 TO 9 AM

TO		HALTON						CITY OF HAMILTON						MUNICIPAL TOTAL		REGION TOTAL		FROM	
PEEL	24	25	26	27	28	29	30	31	32	33	34	35	36						
1	200	2 100	11 800	200	200	1 300	400	*	*	*	*	*	500	310 000	1 114 400	CITY OF TORONTO			
2	*	200	1 300	*	*	100	*	*	*	*	*	*	*	48 100		1	TORONTO		
3	190	700	2 700	*	100	150	*	*	*	*	*	*	*	63 000		2	EAST YORK		
4	200	3 000	9 100	*	100	600	200	*	*	*	*	*	290	277 500		3	YORK		
5	400	4 000	17 800	200	200	1 100	400	100	*	*	*	100	100	155 000		4	NORTH YORK		
6	100	1 100	4 700	*	100	300	200	*	*	*	*	*	100	264 600		5	ETOBICOKE		
																6	SCARBOROUGH		
7	*	*	100	*	*	*	*	*	*	*	*	*	100	3 900	241 400	7	DURHAM		
8	*	*	100	*	*	*	*	*	*	*	*	*	*	7 900		8	BRCC		
9	*	*	100	*	*	*	*	*	*	*	*	*	*	4 900		9	UXBRIDGE		
10	*	100	700	*	*	*	*	*	*	*	*	*	*	48 000		10	SCUGOG		
11	*	100	500	*	*	*	*	*	*	*	*	*	*	58 200		11	PICKERING		
12	*	100	300	*	*	*	*	*	*	*	*	*	*	45 000		12	AJAX		
13	*	100	400	*	100	*	*	*	*	*	*	*	*	61 000		13	WHITBY		
14	*	100	200	*	*	*	*	*	*	*	*	*	*	30 100		14	OSHAWA		
																	CLARINGTON		
15	*	100	100	*	100	*	*	*	*	*	*	*	*	15 100	200 000	15	YORK		
16	*	*	200	*	*	*	*	*	*	*	*	*	*	4 900		16	GEORGIANA		
17	*	100	600	*	*	100	*	*	*	*	*	*	*	32 900		17	EAST GUILDFORD		
18	100	200	400	*	*	*	*	*	*	*	*	*	*	21 000		18	NEWMARKET		
19	200	800	1 600	*	*	100	*	*	*	*	*	*	100	9 500		19	AURORA		
20	*	100	*	*	*	100	*	*	*	*	*	*	*	113 400		20	RICHMOND HILL		
21	*	500	2 500	*	*	100	100	*	*	*	*	*	*	8 100		21	WHITCHURCH-STOUFFVILLE		
22	300	200	200	*	100	*	*	*	*	*	*	*	*	105 100		22	MARKHAM		
23	400	2 300	5 300	100	100	300	200	*	*	*	*	*	*			23	KING		
																	VAUGHAN		
24	8 500	4 500	3 100	*	100	100	100	*	*	*	*	*	*	2 000	400 000	24	PEEL		
25	2 600	9 100	33 100	1 000	500	1 300	400	*	*	*	*	*	100	165 300		25	CALEDON		
26	500	14 100	206 000	700	1 200	9 700	2 100	100	*	*	*	100	1 100	316 700		26	BRAMPTON		
																	MISSISSAUGA		
27	200	2 000	3 800	9 400	1 500	700	300	*	*	*	*	*	100	21 130	500 000	27	HALTON		
28	*	600	2 400	500	8 000	900	400	100	*	*	*	*	200	24 400		28	HALTON HILLS		
29	100	1 200	11 100	200	600	41 600	2 400	100	*	*	*	200	1 100	75 700		29	MILTON		
30	*	800	5 800	200	1 200	8 100	41 900	700	100	300	100	500	6 200	75 400		30	OAKVILLE		
																	BURLINGTON		
31	*	100	900	190	400	900	2 500	4 900	1 100	400	*	100	1 000	15 500		31	CITY OF HAMILTON		
32	*	100	200	*	*	200	400	700	4 900	300	*	200	4 900	11 500		32	FLAMBOROUGH AREA		
33	*	*	400	*	400	1 300	300	300	300	4 100	100	190	5 300	12 900		33	DUNDAS AREA		
34	*	*	100	*	200	200	100	100	100	300	600	700	2 500	5 100		34	ANGLASTER AREA		
35	*	500	*	100	600	2 000	200	100	200	200	5 200	12 100	26 800		35	GLANBROOK AREA			
36	100	200	2 400	100	600	2 700	9 100	1 200	1 200	2 500	900	6 400	128 700	190 700		36	STONE CREEK AREA		
																	HAMILTON AREA		
	14 100	110 900	132 400	11 000	15 200	71 800	65 400	2 500	2 500	4 500	2 100	17 700	146 400						
			477 400				165 500												

2001 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : WORK
MODE : ALL
PERIOD : 24 HOUR

		TO																									
FROM		CITY OF TORONTO					DURHAM								YORK												
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23			
CITY OF TORONTO																											
TORONTO	1	181,900	3,800	4,500	34,700	14,500	12,400	*	*	*	600	300	200	400	100	*	*	200	200	1,600	100	6,400	200	5,400			
EAST YORK	2	22,700	3,000	*	6,900	1,800	5,500	*	*	*	100	100	*	*	*	*	*	100	300	*	1,900	*	600	200			
YORK	3	22,600	2,000	4,100	12,200	5,700	1,900	*	*	*	100	*	100	*	*	*	*	100	100	200	*	3,200	*	3,200			
NORTH YORK	4	57,400	2,600	1,800	70,500	11,300	16,100	*	*	*	600	300	200	300	100	100	*	700	300	3,300	100	11,900	100	18,600			
ETOBICOKE	5	29,400	500	2,500	15,700	36,200	2,400	*	*	*	100	200	100	100	*	*	*	100	100	700	*	1,900	100	6,600			
SCARBOROUGH	6	54,200	3,800	1,100	33,900	5,700	74,600	*	*	*	2,300	1,100	500	1,100	200	*	*	500	300	2,800	400	18,300	*	5,300			
DURHAM																											
BROCK	7	100	*	*	100	*	100	800	300	100	100	*	100	100	*	300	*	200	*	200	100	400	*	100			
JXBRIDGE	8	400	*	*	500	*	500	*	1,500	100	200	100	100	100	*	100	*	200	100	300	600	900	*	200			
SCARBURG	9	300	*	*	300	100	400	100	400	2,600	400	300	500	1,200	200	*	*	100	*	*	*	500	*	200			
PICKERING	10	7,600	400	200	4,500	700	7,500	*	100	*	5,900	1,400	700	400	100	*	*	100	*	300	200	3,100	*	600			
AJAX	11	5,100	300	100	3,200	500	5,100	*	*	100	1,200	4,900	1,000	1,200	200	*	*	100	100	400	100	2,000	*	300			
WHITBY	12	5,000	200	100	2,400	400	4,200	*	100	300	2,900	2,600	7,400	4,900	600	*	*	100	300	100	2,200	*	400				
OSHAWA	13	3,100	100	*	1,800	400	3,700	*	200	500	4,100	2,800	7,300	20,600	1,900	*	*	100	*	300	100	1,400	*	500			
CLARINGTON	14	1,600	100	*	800	100	1,700	*	100	200	1,500	1,200	2,700	7,500	6,200	*	*	100	*	600	*	200	100	14			
YORK																											
GEORGINA	15	800	100	*	700	100	500	100	200	*	100	*	100	100	*	3,800	700	2,700	700	1,000	400	1,600	100	600			
EAST GUILDFORD	16	600	*	*	800	200	900	*	100	*	*	*	*	*	*	200	600	2,200	700	400	200	1,100	100	400			
NEWMARKET	17	2,400	*	100	2,700	500	1,300	*	*	*	200	*	*	*	*	200	300	9,500	1,900	1,400	500	2,500	300	1,200			
AURORA	18	1,900	100	100	2,200	400	500	*	*	*	*	*	*	*	*	*	*	1,800	3,000	1,400	200	1,400	300	1,100			
RICHMOND HILL	19	9,400	200	300	9,400	1,200	3,600	*	*	*	200	100	100	100	*	*	*	800	700	8,200	200	9,200	200	5,500			
WHITCHURCH-STOUFFVILLE	20	700	*	*	800	100	900	*	100	*	100	*	100	*	*	*	100	500	200	300	1,300	2,000	*	200			
MARKHAM	21	15,600	700	300	13,200	1,800	13,800	*	*	*	500	200	100	300	100	*	*	500	200	3,300	600	22,600	100	3,900			
KING	22	700	*	*	900	300	100	*	*	*	*	*	*	*	*	*	*	600	300	400	*	300	800	700			
VAUGHAN	23	12,200	300	1,200	18,400	5,700	1,600	*	*	*	100	100	100	100	*	*	*	500	200	2,500	200	4,500	200	23,700			
PEEL																											
CALEDON	24	1,400	100	200	2,000	1,900	200	*	*	*	100	*	*	*	*	*	*	100	100	200	*	200	200	1,700			
BRAMPTON	25	10,600	200	1,000	7,000	4,900	1,600	*	*	*	*	*	100	100	*	*	*	100	100	400	*	1,400	200	6,800			
MISSISSAUGA	26	30,800	500	1,400	12,300	25,700	3,200	*	*	*	400	100	100	100	*	*	*	200	100	700	100	2,500	*	5,400			
HALTON																											
HALTON HILLS	27	1,400	*	100	500	800	200	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	400			
MILTON	28	500	*	100	200	500	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100			
OAKVILLE	29	1,500	100	200	1,900	2,500	400	*	*	*	100	*	*	*	*	*	*	100	*	100	*	300	*	700			
BURLINGTON	30	5,400	*	100	1,000	1,700	360	*	*	*	*	*	*	*	*	*	*	*	*	100	*	300	*	300			
CITY OF HAMILTON																											
FAMBOROUGH AREA	31	800	*	*	200	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100			
DUNDAS AREA	32	300	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	32			
ANCASTER AREA	33	300	*	*	100	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33			
GLANBROOK AREA	34	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34			
STONE CREEK AREA	35	500	*	*	*	200	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	35			
HAMILTON AREA	36	2,800	*	100	400	800	200	*	*	*	*	*	*	*	*	*	*	*	*	*	200	*	200	36			
MUNICIPAL TOTAL		589,700	17,500	13,900	252,100	111,700	165,400	1,100	6,200	4,100	24,000	31,100	14,400	38,700	9,400	4,900	1,900	22,200	9,600	31,200	5,600	103,000	1,100	95,400			
REGION TOTAL		3,107,500														118,400											277,000

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HOUR

TO																																											
PEEL	24	25	26	HALTON	27	28	29	30	CITY OF HAMILTON						31	32	33	34	35	36	MUNICIPAL TOTAL	REGION TOTAL	FROM																				
1	300	2,500	13,400		200	200	1,400	400	*	*	*	*	*	*	*	*	*	300	288,400	1	CITY OF TORONTO																						
2	*	400	1,800		*	*	100	*	*	*	*	*	*	*	*	*	*	*	45,600	2	TORONTO																						
3	100	900	4,000		*	100	200	*	*	*	*	*	*	*	*	*	*	57,200	3	EAST YORK																							
4	300	3,400	11,000		100	200	600	300	*	*	*	*	*	*	*	*	200	214,500	4	YORK																							
5	300	4,400	20,200		300	300	1,200	400	*	*	*	*	*	*	*	100	200	124,700	5	NORTH YORK																							
6	100	1,400	6,600		100	100	400	200	*	*	*	*	*	*	*	*	100	215,000	6	ETOBICOKE																							
7	*	*	100		*	*	*	*	*	*	*	*	*	*	*	*	*	3,400	7	SCARBOROUGH																							
8	*	*	100		*	*	*	*	*	*	*	*	*	*	*	*	*	3,400	8	DURHAM																							
9	*	100	200		*	*	*	*	*	*	*	*	*	*	*	*	*	3,400	9	BROCK																							
10	*	200	1,000		*	*	*	*	*	*	*	*	*	*	*	*	100	35,100	10	UXBRIDGE																							
11	*	300	800		*	*	100	*	*	*	*	*	*	*	*	*	24,000	35,100	11	SCUING																							
12	*	100	500		*	*	100	*	*	*	*	*	*	*	*	*	24,000	35,100	12	PICKERING																							
13	*	200	700		*	100	100	*	*	*	*	*	*	*	*	100	35,100	35,100	13	AJAX																							
14	*	200	300		*	*	100	100	*	*	*	*	*	*	*	100	35,100	35,100	14	WHITBY																							
15	100	100	100		*	100	*	*	*	*	*	*	*	*	*	100	14,200	14,200	15	OSHAWA																							
16	*	100	200		*	*	*	*	*	*	*	*	*	*	*	100	8,000	8,000	16	CLARINGTON																							
17	*	200	600		*	*	100	*	*	*	*	*	*	*	*	100	24,000	24,000	17	YORK																							
18	100	200	600		*	*	*	*	*	*	*	*	*	*	*	100	14,200	14,200	18	GEORGINA																							
19	200	400	2,000		*	100	100	100	*	*	*	*	*	*	100	5,200	5,200	19	EAST GUILMBURY																								
20	*	100	300		*	*	*	*	*	*	*	*	*	*	*	100	3,400	3,400	20	NEWMARKET																							
21	*	600	2,900		*	*	100	100	*	*	*	*	*	*	*	100	8,400	8,400	21	AURORA																							
22	200	200	300		*	*	100	*	*	*	*	*	*	*	*	100	3,400	3,400	22	RICHMOND HILL																							
23	500	2,700	6,700		100	100	400	100	*	*	*	*	*	*	100	8,400	8,400	23	WHITCHURCH-STOUFFVILLE																								
24	4,200	3,800	3,800		*	100	200	*	*	*	*	*	*	*	*	100	4,200	4,200	24	MARKHAM																							
25	1,400	50,700	40,100		1,200	500	1,500	500	*	*	*	*	*	*	*	100	1,150	1,150	25	KING																							
26	700	14,100	127,100		800	1,500	9,100	2,100	*	*	*	*	*	*	*	100	2,400	2,400	26	VAUGHAN																							
27	200	2,400	4,800		4,800	1,200	700	400	*	*	*	*	*	*	*	100	18,300	18,300	27	PEEL																							
28	100	700	2,700		400	4,800	900	400	*	*	*	*	*	*	*	100	11,700	11,700	28	HALTON																							
29	100	1,200	13,400		200	600	17,200	2,700	100	*	*	*	*	*	100	900	53,800	53,800	29	HALTON HILLS																							
30	*	1,100	6,900		200	1,200	8,800	2,100	700	100	200	100	500	600	5,400	50,100	50,100	30	MILTON																								
31	*	200	1,300		100	400	1,300	2,600	1,100	500	100	*	100	2,600	12,600	12,600	12,600	31	OAKVILLE																								
32	*	100	300		100	200	1,000	1,000	500	1,500	300	*	100	3,800	8,800	8,800	8,800	32	BURLINGTON																								
33	*	*	400		*	400	1,100	1,100	100	200	1,600	100	200	4,000	9,800	9,800	9,800	33	FAMENBROUGH AREA																								
34	*	*	100		*	200	300	1,000	100	100	500	100	300	2,600	4,400	4,400	4,400	34	DUNDAS AREA																								
35	*	*	700		100	800	2,700	1,000	200	100	200	100	3,600	10,700	20,200	20,200	20,200	35	ANCASTER AREA																								
36	100	600	3,400		100	1,100	4,300	1,400	1,200	1,500	2,800	1,100	6,600	69,800	110,700	110,700	110,700	36	GLANBROOK AREA																								
																					8,900	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300
																					583,000	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300	12,300

2001 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : WORK
MODE : All
PERIOD : 6 to 9 AM

		TO																						
FROM		CITY OF TORONTO						DURHAM							YORK									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
CITY OF TORONTO																								
TORONTO	1	121 200	2 500	3 200	25 400	10 200	8 900	*	*	*	4 100	200	200	600	100	*	*	100	100	1 100	100	4 900	100	3 900
EAST YORK	2	15 600	1 800	100	4 900	1 100	4 900	*	*	*	130	*	*	*	*	*	*	100	*	200	*	1 500	*	400
YORK	3	14 900	200	2 500	8 300	3 900	1 200	*	*	*	130	*	*	*	*	*	*	100	*	200	*	800	*	2 400
NORTH YORK	4	21 900	1 800	2 600	48 100	7 600	10 900	*	*	*	500	200	100	200	100	100	*	500	100	2 300	*	8 300	100	13 500
ETOBICOKE	5	23 400	100	1 800	11 400	23 100	1 300	*	*	*	100	100	*	*	*	*	*	100	100	500	*	1 500	100	4 700
SCARBOROUGH	6	41 600	2 500	700	23 900	3 800	47 800	*	*	*	1 600	800	400	700	200	*	*	400	200	1 900	300	12 500	*	3 700
DURHAM																								
BROCK	7	*	*	*	*	*	100	700	200	100	100	*	100	100	*	200	*	100	*	100	300	*	100	700
UXBRIDGE	8	200	*	400	*	400	400	*	1 000	100	200	100	100	100	*	100	*	100	*	200	400	800	*	100
SCUDGOG	9	100	*	200	*	300	300	100	300	1 700	300	200	300	800	100	*	*	100	*	*	*	300	*	100
PICKERING	10	5 900	400	100	3 700	500	5 500	*	100	*	4 300	1 100	600	200	100	*	*	*	*	200	100	2 500	*	400
AJAX	11	4 100	300	*	2 500	400	3 700	*	*	100	2 200	2 900	700	800	200	*	*	100	*	300	100	1 600	*	200
WHITBY	12	4 700	200	*	1 800	200	3 700	*	100	100	2 200	1 900	4 700	3 300	400	*	*	*	*	300	100	1 600	*	200
OSHAWA	13	2 100	*	*	900	200	2 400	*	100	300	2 800	1 800	5 000	12 200	1 300	*	*	100	*	300	100	1 000	*	300
CLARINGTON	14	1 900	*	*	600	100	1 900	*	*	100	1 100	800	1 900	5 000	1 300	*	*	*	*	*	*	400	*	100
YORK																								
GEORGINA	15	4 100	*	*	500	1 100	100	100	100	*	100	*	*	*	*	2 400	500	1 700	500	900	200	1 200	100	400
EAST GUILMBURY	16	300	*	*	600	100	100	*	100	*	*	*	*	*	*	200	300	1 500	600	300	200	800	100	300
NEWMARKET	17	1 900	*	*	2 100	300	1 900	*	*	100	*	*	*	*	*	200	300	5 800	1 400	1 100	300	2 000	200	800
AURORA	18	1 500	*	100	1 900	300	400	*	*	*	*	*	*	*	*	*	*	1 200	1 900	900	200	1 200	300	900
RICHMOND HILL	19	7 900	200	300	6 900	900	2 700	*	*	100	100	100	100	100	*	*	500	400	5 100	200	6 200	200	4 300	
WHITCHURCH STOUFFVILLE	20	500	*	*	700	100	700	*	*	100	*	100	*	100	*	*	100	200	100	200	900	1 600	*	200
MARKHAM	21	12 400	500	200	10 200	1 800	9 500	*	*	400	200	100	200	200	100	*	*	400	200	2 200	400	15 200	*	2 900
KING	22	500	*	*	700	200	100	*	*	*	*	*	*	*	*	*	*	300	200	300	*	300	600	500
VAUGHAN	23	10 100	100	900	13 300	4 300	1 500	*	*	100	100	*	*	*	*	*	*	400	200	1 800	100	3 200	100	16 100
PEEL																								
CALEDON	24	1 000	100	100	1 200	1 500	200	*	*	*	*	*	*	*	*	*	*	100	100	200	*	200	100	1 400
BRAMPTON	25	8 600	100	600	4 500	7 200	1 400	*	*	*	*	100	*	*	*	*	*	100	100	300	*	900	200	4 700
MISSISSAUGA	26	29 300	400	1 200	9 300	18 400	2 100	*	*	200	100	100	*	*	*	*	100	100	400	100	1 800	*	3 700	
HALTON																								
HALTON HILLS	27	1 200	*	100	400	600	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200
MILTON	28	700	*	100	200	300	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100
ORANGEVILLE	29	9 200	100	200	1 300	1 900	400	*	*	*	*	*	*	*	*	*	*	100	*	100	*	300	*	600
BURLINGTON	30	4 200	*	*	800	1 100	100	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200	*	200
CITY OF HAMILTON																								
CLAMOROUGH AREA	31	500	*	*	200	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
DUNDAS AREA	32	200	*	*	100	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
ANGASTER AREA	33	200	*	*	100	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
GLANBROOK AREA	34	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
STONEY CREEK AREA	35	300	*	*	100	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
HAMILTON AREA	36	2 000	*	*	200	400	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100
MUNICIPAL TOTAL		369 100	11 700	14 900	187 100	90 300	110 600	1 700	2 100	2 500	16 200	10 600	14 700	24 200	6 500	1 700	1 400	14 200	6 400	21 700	1 800	13 400	2 400	67 500
REGION TOTAL							783 600								77 800									194 200

NOTE All numbers have been rounded to the nearest one hundred As a result there may be some discrepancy in the column and row totals

2001 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 24 Hour

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	4 175,100	135,800	386,300	294,200	49,700	11,500	5,324,600
DURHAM	106,900	834,300	32,900	8,400	1,600	600	984,700
YORK	386,800	33,500	1,051,100	57,500	6,300	1,400	1,547,600
PEEL	296,700	8,700	58,400	1,496,600	93,700	13,300	1,967,400
HALTON	49,600	1,700	6,600	95,200	601,400	66,400	819,400
CITY OF HAMILTON	13,600	700	1,900	1,000	66,500	871,400	969,200
REGION TOTAL	5,328,700	984,600	1,547,100	1,962,400	819,100	969,600	11,302,100

2001 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 6 to 9 AM

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	963,400	9,400	79,700	59,500	6,000	1,400	1,114,400
DURHAM	52,000	171,500	14,800	3,000	300	300	241,800
YORK	127,900	4,200	236,800	16,300	1,500	300	387,100
PEEL	105,300	900	10,700	363,600	17,200	1,700	505,300
HALTON	25,100	200	2,400	30,000	118,400	9,800	186,300
CITY OF HAMILTON	5,400	100	600	4,900	22,100	177,200	210,300
REGION TOTAL	1,279,100	186,300	351,000	477,400	165,600	190,700	2,650,000

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS HOME TO WORK TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work
 MODE : All
 PERIOD : 24 Hour

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	762,900	4,400	64,100	71,100	6,900	1,300	945,400
DURHAM	63,800	104,100	18,400	4,900	800	200	192,300
YORK	129,400	1,600	1,110,000	20,900	1,600	400	295,500
PEEL	115,200	1,600	25,800	245,900	17,700	1,600	402,200
HALTON	29,000	200	2,800	33,400	66,100	8,600	140,100
CITY OF HAMILTON	7,200	100	800	7,200	30,300	119,400	165,500
REGION TOTAL	1,107,500	118,400	277,000	383,000	123,100	131,600	2,140,700

2001 TTS HOME TO WORK TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work
 MODE : All
 PERIOD : 6 to 9 AM

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	523,800	6,600	67,100	49,600	4,800	600	652,900
DURHAM	46,300	117,900	13,400	2,800	300	100	180,700
YORK	98,700	2,500	1,110,000	15,000	1,700	200	1,218,000
PEEL	87,200	600	14,700	168,800	12,400	1,600	282,400
HALTON	22,900	100	2,100	25,500	44,100	6,500	101,900
CITY OF HAMILTON	4,800	0	500	4,500	13,700	80,000	109,400
REGION TOTAL	783,600	77,800	194,200	263,500	83,100	88,500	1,490,600

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : ALL
 MODE : ALL
 PERIOD : 24 HOUR

		TO																								
FROM		CITY OF TORONTO					DURHAM									YORK										
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
CITY OF TORONTO																										
TORONTO		1	494,000	54,100	56,400	178,900	80,100	104,500	200	600	600	9,100	6,100	4,600	4,500	1,300	1,000	900	3,900	2,400	12,200	1,400	28,500	1,800	19,800	1,000
EAST YORK		2	54,400	43,900	1,000	20,900	2,200	2,700	-	-	-	800	500	300	200	100	100	100	200	100	1,000	100	3,000	100	900	200
YORK		3	66,400	1,000	49,600	36,300	18,100	5,400	-	-	-	300	100	200	100	-	100	100	300	200	1,000	200	1,600	200	4,700	300
NORTH YORK		4	178,900	2,300	36,300	581,600	51,800	132,400	400	700	300	6,500	4,100	2,600	1,100	1,200	1,100	1,400	5,100	3,400	20,000	1,300	44,700	1,900	57,700	1,000
ETOBICOKE		5	178,900	2,300	18,800	51,600	341,800	10,100	-	100	100	1,000	600	600	700	200	300	200	900	500	2,400	400	4,300	1,400	14,700	500
SCARBOROUGH		6	110,400	20,000	4,900	102,800	10,100	6,500	200	600	600	18,200	9,500	5,300	6,000	2,200	300	500	1,800	1,100	7,800	2,000	49,000	400	6,700	600
DURHAM																										
BROCK		7	100	100	-	300	-	200	10,300	500	600	100	100	100	200	-	1,000	100	300	-	100	100	400	-	-	700
UXBRIDGE		8	700	100	100	100	600	600	15,800	900	400	100	400	400	300	100	600	200	500	200	400	1,300	1,300	-	200	800
SCLEGG		9	600	-	-	300	100	600	600	900	19,200	600	200	1,200	4,000	800	100	-	100	-	100	100	400	-	-	900
PICKERING		10	9,200	700	300	6,600	1,100	17,900	200	400	700	71,500	14,400	5,800	5,300	1,800	-	-	200	100	800	500	3,900	100	600	1,000
A.A.A.		11	6,100	400	200	4,200	600	5,400	100	200	300	14,400	58,800	6,400	7,400	1,900	-	-	100	100	400	100	2,000	-	400	1,100
WHITBY		12	4,500	200	200	2,800	500	5,800	100	500	1,100	5,400	6,600	77,400	29,600	5,500	100	-	100	100	300	100	1,800	200	300	1,200
OSHAWA		13	4,500	200	100	1,100	700	6,000	200	300	1,400	5,600	7,000	29,800	197,600	21,200	100	-	200	100	400	300	2,000	-	200	1,300
CLARINGTON		14	1,500	100	-	1,100	200	2,100	-	-	1,000	1,700	1,900	5,300	20,500	51,800	-	-	100	-	100	-	400	-	400	1,400
YORK																										
GEORGINA		15	1,000	100	100	1,200	400	900	1,000	700	100	-	-	100	100	-	29,300	1,400	4,700	800	800	600	1,300	100	500	1,500
EAST GUILDFORD		16	400	100	100	1,200	200	500	100	200	-	-	-	-	-	-	1,400	6,800	8,000	400	800	500	1,100	300	400	1,600
NEWMARKET		17	3,800	300	200	5,100	800	1,800	400	500	100	200	100	100	200	100	4,900	8,000	74,200	8,700	3,500	1,200	2,900	2,500	1,800	1,700
AURORA		18	3,100	100	200	3,300	500	1,200	-	100	-	100	100	100	100	-	900	400	8,600	13,200	4,500	700	2,100	2,100	1,600	1,600
RICHMOND HILL		19	12,400	900	900	19,900	2,400	7,100	100	400	100	700	400	300	400	100	900	800	3,800	4,400	85,100	1,400	22,000	2,200	13,400	1,900
WHITCHURCH STOUFFVILLE		20	1,400	100	100	1,400	400	2,400	200	1,400	100	500	100	100	300	-	500	500	1,400	800	1,300	14,400	5,600	100	600	2,000
MARKHAM		21	28,100	3,200	1,600	44,400	4,300	48,700	400	1,300	300	4,100	2,100	1,900	1,700	500	1,400	1,100	3,100	2,200	21,700	6,000	173,000	700	13,000	21,000
KING		22	1,600	100	200	2,400	1,400	300	-	100	-	100	-	100	-	-	200	300	2,200	2,000	2,100	200	700	8,400	3,000	2,200
WILLOWDALE		23	20,400	1,500	4,500	57,600	14,700	6,800	-	200	-	600	300	400	200	200	500	600	1,700	1,600	13,400	500	12,900	2,700	109,700	23,000
PEEL																										
CALEDON		24	1,200	-	400	2,400	2,400	100	-	-	-	-	-	100	-	100	100	-	200	200	300	-	300	800	2,100	2,400
BRAMPTON		25	15,600	800	2,500	11,600	19,900	3,500	-	300	200	300	400	200	200	-	100	100	400	400	1,300	100	1,800	400	7,300	25,000
MISSISSAUGA		26	72,600	2,600	8,100	39,900	85,900	13,000	100	100	100	1,000	900	700	1,100	400	500	300	1,400	800	2,500	200	5,100	600	11,000	26,000
HALTON																										
HALTON HILLS		27	1,500	100	100	900	1,400	300	-	-	-	100	-	-	-	-	-	-	-	100	100	-	100	100	600	2,700
MILTON		28	1,500	-	100	700	1,400	200	-	-	-	100	-	-	-	-	-	-	100	-	100	-	100	-	200	2,800
OAKVILLE		29	12,700	100	600	1,500	6,000	1,100	-	-	-	100	-	100	200	-	-	-	100	100	100	-	400	100	600	2,900
BURLINGTON		30	5,900	100	200	1,700	2,400	600	-	-	-	100	-	-	100	-	-	-	100	-	200	-	400	-	400	3,000
CITY OF HAMILTON																										
FLAMBOROUGH AREA		31	400	-	-	200	300	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	3,100
DUNDAS AREA		32	400	-	-	100	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	3,200
ANCASTER AREA		33	400	-	-	100	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,300
GLANBROOK AREA		34	100	-	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,400
STONE CREEK AREA		35	600	-	-	200	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,500
HAMILTON AREA		36	4,500	100	400	1,400	1,600	500	-	-	-	-	-	200	200	-	-	-	100	100	100	-	200	-	400	3,600
MUNICIPAL TOTAL			1,610,500	153,500	188,200	1,188,500	654,300	954,300	15,100	25,500	10,200	145,900	114,400	144,400	284,500	88,900	15,800	23,700	124,000	64,900	185,100	34,000	373,300	27,000	273,500	
REGION TOTAL									34,749,300							649,100										1,151,300

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : ALL
 MODE : ALL
 PERIOD : 24 HOUR

TO:														MUNICIPAL TOTAL	REGION TOTAL	FROM
PEEL	24	25	26	HALTON 27	28	29	30	CITY OF HAMILTON 31	32	33	34	35	36			
1	2 100	15 300	71 600	1 600	1 600	12 900	5 900	400	300	600	*	500	4 300	1 608 500	4 740	CITY OF TORONTO
2	*	800	2 600	*	*	100	100	*	*	*	*	*	1 100	153 000	*	TORONTO
3	400	2 400	8 000	100	200	600	300	*	*	*	*	*	400	188 000	*	EAST YORK
4	2 000	13 700	56 000	900	800	3 500	1 700	300	100	100	*	200	1 400	1 167 000	*	YORK
5	2 800	19 800	85 400	1 300	400	5 100	2 600	400	100	100	*	200	1 400	958 000	*	NORTH YORK
6	200	3 500	12 600	100	200	1 300	600	*	*	*	*	100	500	558 000	*	ETOBICOKE
7	*	*	100	*	*	*	*	*	*	*	*	*	*	15 000	140	DURHAM
8	*	*	100	*	*	*	*	*	*	*	*	*	*	25 000	*	BROCK
9	*	*	100	*	*	*	*	*	*	*	*	*	*	30 000	*	BRIDGE
10	*	300	1 000	*	100	100	100	*	*	*	*	*	*	145 000	*	SCARBOROUGH
11	*	300	900	*	*	100	*	*	*	*	*	*	*	114 000	*	PARKER
12	*	300	600	*	*	100	*	*	*	*	*	*	100	144 000	*	ERIE
13	*	400	1 100	*	*	200	100	*	*	*	*	*	100	264 000	*	WHITBY
14	*	100	300	*	*	*	*	*	*	*	*	*	*	204 000	*	OSWEGO
15	100	100	400	*	*	*	*	*	*	*	*	*	*	45 000	1 140	CLARINGTON
16	*	*	300	*	*	*	*	*	*	*	*	*	*	20 000	*	YORK
17	200	400	1 500	*	*	100	*	*	*	*	*	*	200	120 000	*	GEORGINA
18	200	400	700	100	*	*	*	*	*	*	*	*	100	64 000	*	EAST GWILLIMBURY
19	300	1 300	2 600	100	100	100	100	*	*	*	*	*	100	185 000	*	NEWMARKET
20	*	200	200	*	*	*	*	*	*	*	*	*	*	34 000	*	AURORA
21	300	1 900	5 300	400	100	200	300	100	*	*	*	*	200	37 000	*	RICHMOND HILL
22	700	500	500	*	*	100	100	*	*	*	*	*	100	20 000	*	WHITCHURCH-STOUFFVILLE
23	2 200	7 100	14 800	500	200	800	300	100	100	*	*	*	300	270 000	*	MARKHAM
24	29 400	9 900	4 600	800	100	100	100	*	*	*	*	*	100	56 400	1 040	KNEX
25	9 800	318 200	59 300	5 700	1 600	3 300	1 600	200	100	*	*	*	100	465 000	1 040	CALEDON
26	4 300	59 400	689 800	6 300	5 300	35 200	10 700	1 200	500	400	100	1 200	6 000	1 166 000	1 040	BRAMPTON
27	800	5 800	6 500	46 600	3,100	900	600	100	*	*	*	*	300	70 000	1 040	MIDSSAUGA
28	200	1 500	5 000	3,200	41,000	3,400	2,800	800	100	100	*	100	1,100	63,500	1 040	HALTON
29	100	3 100	35 000	1 100	3,400	168,700	19,900	1,200	500	200	100	1,100	7 400	267 800	1 040	HALTON HILLS
30	100	1 500	14 900	700	2,800	19 900	17 400	8 100	1 000	1 800	400	4 200	26 700	390 000	1 040	MILTON
31	*	200	1 000	100	800	1 200	5 000	20 100	4 000	1 300	100	400	7 000	45 900	1 040	OAKVILLE
32	*	100	400	100	100	400	2 200	3 800	1 800	2 400	100	500	14 000	42 000	1 040	BURLINGTON
33	*	*	500	*	100	400	1 000	1 600	2 800	17 500	800	700	16 000	42 000	1 040	CITY OF HAMILTON
34	*	*	200	*	*	100	900	200	100	900	3 400	1 000	8 000	13 000	1 040	FLAMBOUROUGH AREA
35	100	1 000	*	100	1 000	1 200	4 000	300	500	700	1 400	16 800	37 000	85 000	1 040	DUNDAS AREA
36	200	900	6 100	300	1 100	7 200	28 000	7 100	14 400	16 300	6 500	10 900	522 200	658 000	1 040	ANCASTER AREA
56 300 485 700 1 363 100 1 584 200 702 800 888 500 888 500 3 830 200																

1996 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : ALL
 MODE : ALL
 PERIOD : 6 TO 9 AM

FROM		TO																						
		CITY OF TORONTO						DURHAM						YORK										
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
CITY OF TORONTO																								
TORONTO	1	195,300	5,100	5,600	34,000	12,600	11,700	-	-	-	700	300	200	400	100	100	-	300	200	1,100	200	4,900	200	4,200
EAST YORK	2	18,800	9,200	200	6,100	1,100	4,500	-	-	-	200	100	100	-	-	-	-	100	-	500	-	1,300	-	400
YORK	3	21,600	300	13,500	10,900	4,900	1,100	-	-	-	100	100	-	100	-	-	-	100	-	200	-	700	-	2,100
NORTH YORK	4	52,600	3,400	5,800	130,400	11,500	15,600	-	-	-	600	300	300	500	100	-	-	400	300	3,000	100	9,700	200	13,400
ETOBICOKE	5	27,100	200	3,200	14,700	67,900	2,100	-	-	-	100	-	-	100	-	-	-	200	100	500	100	1,400	100	4,900
SCARBOROUGH	6	49,100	3,700	4,100	33,400	1,600	124,700	-	-	-	1,900	600	600	600	100	-	100	500	200	1,800	200	13,200	100	2,800
DURHAM																								
BROCK	7	-	-	-	100	-	100	2,200	2,100	200	-	-	-	100	100	-	200	-	100	-	100	-	300	-
JACK BRIDGE	8	400	-	-	500	100	100	-	100	100	100	-	-	100	-	-	-	200	100	200	400	500	-	100
SCUDG	9	100	-	-	100	-	400	100	200	400	100	100	500	1,300	300	-	-	-	100	200	-	300	-	-
PICKERING	10	5,600	300	100	1,600	500	6,400	-	-	100	14,800	1,800	900	700	100	-	-	100	-	300	100	2,100	-	200
ALABAMA	11	1,900	100	-	2,600	300	4,900	-	-	100	2,900	1,100	1,300	100	-	-	-	-	100	200	100	1,400	-	100
WHITBY	12	2,100	100	-	1,700	200	2,500	-	-	100	1,900	1,800	16,500	4,500	700	-	-	-	200	-	1,600	100	200	12
OSHAWA	13	2,300	100	-	1,900	200	2,500	-	-	100	1,300	2,600	5,600	37,300	2,100	-	-	-	200	100	1,100	-	100	13
CLARINGTON	14	800	-	-	500	100	100	-	-	100	1,300	900	2,200	5,700	11,800	-	-	-	100	-	200	-	100	14
YORK																								
GEORGINA	15	500	100	-	600	100	500	100	100	100	-	-	-	-	-	5,600	500	1,700	500	400	300	900	100	300
EAST GUILDFORD	16	500	-	-	100	500	200	-	100	-	-	-	-	-	-	200	1,700	3,000	500	200	700	100	300	16
NEW MARKET	17	2,000	100	-	2,800	500	800	-	-	100	-	-	-	100	-	200	600	12,400	1,700	1,500	100	1,300	500	1,100
AURORA	18	1,500	-	-	1,700	200	600	-	-	-	-	-	-	-	-	-	100	1,200	7,500	1,700	100	1,300	600	700
RICHMOND HILL	19	6,400	200	300	7,400	1,200	1,800	-	-	100	100	-	-	-	-	100	-	400	800	18,500	200	5,900	600	4,700
WHITBY CHURCH STOUTVILLE	20	800	-	-	600	200	1,000	-	-	200	-	-	-	100	-	-	-	300	200	600	2,400	1,900	-	300
MARKHAM	21	12,400	400	100	11,800	1,000	9,800	-	-	400	100	100	100	100	-	100	-	300	200	4,100	900	41,000	200	2,700
KING	22	800	-	-	1,100	600	100	-	-	-	-	-	-	-	-	-	-	400	500	700	100	200	1,900	1,200
VAUGHAN	23	8,900	100	700	15,400	2,400	1,300	-	-	-	100	100	-	-	100	-	-	200	2,200	100	3,200	700	26,100	23
PEEL																								
CALEDON	24	800	-	200	1,000	1,200	-	-	-	-	-	-	-	-	-	-	-	-	100	100	-	200	200	800
BRAMPTON	25	8,100	200	800	6,100	9,200	800	-	-	-	-	-	-	100	-	-	-	100	100	500	-	800	-	3,700
MISSISSAUGA	26	32,300	500	1,700	12,400	25,200	2,200	-	-	200	100	100	100	-	-	-	100	100	100	500	-	1,700	100	3,900
HALTON																								
HALTON HILLS	27	1,000	100	-	600	500	-	-	-	-	-	-	-	-	-	-	-	-	100	100	-	100	-	300
MILTON	28	600	-	-	300	400	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
OKVILLE	29	4,900	-	200	1,800	2,700	400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	200
BURLINGTON	30	1,600	100	-	700	1,200	200	-	-	-	-	-	-	-	-	-	-	-	-	100	-	100	-	200
CITY OF HAMILTON																								
FLAMBOROUGH AREA	31	200	-	-	100	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31
DUNDAS AREA	32	200	-	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32
ANCASTER AREA	33	200	-	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33
GLANBROOK AREA	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34
STONE CREEK AREA	35	200	-	-	100	200	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35
HAMILTON AREA	36	1,800	-	-	400	500	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
MUNICIPAL TOTAL		472,100	24,500	33,900	304,800	152,000	197,500	2,700	4,400	5,300	28,200	22,500	28,600	53,100	15,600	6,700	10,000	11,500	40,100	5,900	17,500	5,800	75,500	
REGION TOTAL																160,100								271,000

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HOUR

FROM		TO														YORK										
		CITY OF TORONTO						DURHAM																		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
CITY OF TORONTO																										
TORONTO		1	174 200	3 800	4 100	33 400	13 100	12 300	*	*	*	700	300	200	400	100	*	*	400	300	1 400	200	5 900	100	5 100	1
EAST YORK		2	20 200	3 500	4 000	5 900	1 200	4 500	*	*	*	100	100	100	*	*	*	*	600	*	2 000	*	500	*	500	2
YORK		3	21 800	400	4 600	11 300	5 000	1 900	*	*	*	100	100	100	*	*	*	*	100	*	300	*	1 100	100	2 800	3
NORTH YORK		4	52 300	2 500	4 000	71 700	11 000	15 200	*	*	*	500	300	300	700	*	*	*	500	400	3 400	100	10 500	200	14 900	4
ETOBICOKE		5	27 900	200	2 800	15 500	34 800	2 100	*	*	*	200	*	*	100	*	*	*	200	100	500	100	1 600	100	6 000	5
SCARBOROUGH		6	53 900	3 800	1 200	53 100	4 500	65 900	*	*	*	1 800	900	500	800	100	*	100	600	200	2 600	400	16 300	*	3 900	6
DURHAM																										
BROCK		7	100	100	*	200	*	200	1 000	200	200	100	*	100	100	*	200	*	200	*	100	100	300	*	*	7
WILLOWDALE		8	400	100	*	500	100	700	*	1 300	100	100	*	100	*	*	*	*	200	100	300	600	600	*	200	8
SCARBOROUGH		9	200	*	*	200	*	400	100	300	1 900	400	100	600	1 700	300	*	*	100	*	*	100	300	*	*	9
PICKERING		10	6 300	400	100	4 300	600	7 100	*	*	100	4 800	1 400	500	400	100	*	*	100	*	300	100	2 400	*	400	10
AJAX		11	4 800	200	*	3 100	400	5 600	*	*	*	2 800	4 600	1 000	1 100	100	*	*	*	100	200	*	1 700	*	200	11
WHITBY		12	1 600	200	*	2 300	500	3 200	*	100	*	2 100	2 100	6 400	4 800	500	*	*	*	200	100	1 300	100	200	12	
OSHAWA		13	2 900	100	*	1 800	500	1 500	*	100	100	2 900	1 000	6 400	22 300	1 600	*	*	100	*	300	100	1 300	*	100	13
CLARINGTON		14	1 000	100	*	800	100	1 500	*	*	100	1 300	1 200	2 600	7 000	5 100	*	*	*	*	100	*	400	*	200	14
YORK																										
GEORGINA		15	600	100	*	800	200	700	200	200	100	*	*	*	100	*	3 100	400	1 900	500	500	400	1 000	100	500	15
EAST GAVILIMBURY		16	600	100	100	700	100	300	*	*	*	*	*	*	*	*	200	400	1 800	400	500	100	800	100	400	16
NEWMARKET		17	2 300	200	100	3 100	500	800	*	*	*	100	*	*	100	*	200	400	6 500	1 400	1 600	200	1 500	300	1 200	17
ALFORD		18	1 900	*	100	1 900	200	600	*	*	*	*	*	*	*	*	*	100	1 300	2 500	1 200	200	1 300	100	800	18
RICHMOND HILL		19	6 900	200	100	7 100	1 200	2 300	*	*	*	100	100	*	*	*	100	*	400	500	7 600	200	5 100	200	4 100	19
WHITCHURCH-STOUFFVILLE		20	800	*	*	700	200	1 000	*	*	*	100	*	*	*	*	*	*	300	*	500	1 400	1 800	*	300	20
MARKHAM		21	13 100	400	200	10 700	1 400	10 700	*	*	*	300	100	100	*	*	100	*	400	200	3 800	500	16 400	100	2 500	21
KING		22	800	*	100	1 100	700	100	*	*	*	*	*	*	*	*	*	*	300	200	400	*	300	800	1 000	22
VAUGHAN		23	8 500	100	700	13 000	3 300	1 300	*	*	*	100	100	*	100	*	*	*	300	100	1 400	100	2 500	*	13 200	23
PEEL																										
CALEDON		24	1 100	*	200	1 100	1 200	*	*	*	*	*	*	*	*	*	*	*	*	100	100	*	200	100	900	24
BRAMPTON		25	8 900	200	800	7 000	10 600	1 300	*	*	*	100	100	100	100	*	*	*	200	100	500	100	1 100	*	4 500	25
MISSISSAUGA		26	35 400	500	1 800	13 300	29 500	3 000	*	*	*	200	100	100	100	*	*	*	200	100	500	*	1 700	100	4 500	26
HALTON																										
HALTON HILLS		27	1 000	100	100	700	700	200	*	*	*	100	*	*	*	*	*	*	*	100	*	100	*	200	27	
MILTON		28	1 000	*	*	300	500	100	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200	28	
OAKVILLE		29	9 200	*	100	2 200	2 700	500	*	*	*	*	*	*	*	*	*	*	*	*	*	200	*	200	29	
BURLINGTON		30	4 200	100	100	1 000	1 500	200	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	200	30
CITY OF HAMILTON																										
FLAMBOROUGH AREA		31	200	*	*	200	300	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	31
DUNDAS AREA		32	200	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	32
ANCASTER AREA		33	200	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33
GLANBROOK AREA		34	300	*	*	200	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34
STONE CREEK AREA		35	300	*	*	200	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	35
HAMILTON AREA		36	2 400	*	100	700	800	100	*	*	*	*	*	*	100	*	*	*	*	*	*	100	*	200	36	
MUNICIPAL TOTAL			44 400	17 500	21 700	249 500	127 700	147 300	1 400	2 500	2 800	18 900	14 500	19 300	40 000	8 100	4 000	1 600	16 200	7 800	29 400	5 200	79 900	2 600	69 800	
REGION TOTAL							1 033 000								107 500										216 300	

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals

1996 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HOUR

TO																			
PEEL		HALTON			CITY OF HAMILTON										MUNICIPAL TOTAL		REGION TOTAL		FROM
	24	25	26	27	28	29	30	31	32	33	34	35	36						
1	200	2 600	13 200	100	200	900	400	*	*	*	*	100	400	274 300	886 300	1			
2	*	400	1 500	*	*	*	*	*	*	*	*	*	*	41 300		2			
3	100	900	3 700	*	100	200	100	*	*	*	*	*	100	54 600		3			
4	200	2 400	10 500	100	100	400	200	*	*	*	*	*	100	292 750		4			
5	300	3 500	17 600	100	200	1 200	200	*	*	*	*	*	100	115 800		5			
6	100	1 300	5 400	*	*	400	100	*	*	*	*	*	100	197 900		6			
7	*	*	100	*	*	*	*	*	*	*	*	*	*	3 100	11 500	7			
8	*	*	100	*	*	*	*	*	*	*	*	*	*	5 000		8			
9	*	*	*	*	*	*	*	*	*	*	*	*	*	6 800		9			
10	*	200	700	*	*	*	*	*	*	*	*	*	*	10 100		10			
11	*	100	700	*	*	100	*	*	*	*	*	*	*	26 800		11			
12	*	100	400	*	*	*	*	*	*	*	*	*	*	28 100		12			
13	*	300	600	*	*	100	100	*	*	*	*	*	*	48 100		13			
14	*	100	200	*	*	*	*	*	*	*	*	*	*	22 100		14			
15	100	100	300	*	*	*	*	*	*	*	*	*	*	12 000	11 500	15			
16	*	*	100	*	*	*	*	*	*	*	*	*	*	8 800		16			
17	100	100	800	*	*	*	*	*	*	*	*	*	*	21 500		17			
18	100	200	400	*	*	*	*	*	*	*	*	*	*	14 400		18			
19	100	500	1 200	*	*	*	*	*	*	*	*	*	*	18 400		19			
20	*	*	100	*	*	*	*	*	*	*	*	*	*	7 500		20			
21	100	300	1 800	*	*	*	*	*	*	*	*	*	*	63 400		21			
22	*	200	300	*	*	*	*	*	*	*	*	*	*	6 500		22			
23	300	1 100	3 300	*	*	300	*	*	*	*	*	*	*	50 300		23			
24	3 200	3 200	3 100	200	*	*	*	*	*	*	*	*	*	14 800	41 300	24			
25	1 200	41 400	28 900	700	500	1 000	300	*	*	*	*	*	200	113 300		25			
26	500	10 600	102 700	500	800	7 200	1 700	*	*	*	*	100	1 000	216 300		26			
27	200	2 800	4 000	5 200	700	400	200	*	*	*	*	*	100	16 800	11 500	27			
28	*	500	2 300	400	5 300	800	500	100	*	*	*	*	200	12 500		28			
29	*	1 000	10 900	100	800	17 300	2 200	*	*	*	*	*	1 100	48 900		29			
30	*	600	6 300	*	900	7 600	22 100	400	200	300	100	600	5 900	52 800		30			
31	*	100	700	*	400	1 000	1 900	2 200	800	200	*	100	2 400	10 400	154 000	31			
32	*	*	300	*	*	300	700	300	1 400	300	*	100	3 700	7 600		32			
33	*	*	300	*	*	100	700	200	500	1 200	100	200	4 400	8 100		33			
34	*	*	100	*	*	100	200	*	100	400	400	2 000	3 400	3 400		34			
35	*	100	700	*	100	900	2 100	100	100	100	100	4 000	10 200	19 300		35			
36	*	300	2 800	100	400	3 500	9 800	1 200	1 700	1 700	700	6 000	72 400	105 100		36			
6 900 75 300 226 100 7 600 11 500 44 000 43 800 4 700 4 800 4 100 1 100 11 800 104 900																			
308 300 105 900																			
131 200																			
1 902 300																			

1996 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : WORK
 MODE : All
 PERIOD : 6 to 9 AM

		TO																						
FROM		CITY OF TORONTO						DURHAM							YORK									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
CITY OF TORONTO																								
TORONTO	1	113,100	2,700	3,100	24,500	9,100	8,500	*	*	*	500	200	100	300	100	*	*	300	200	1,100	100	4,500	100	3,800
EAST YORK	2	14,000	2,400	200	4,300	1,000	3,000	*	*	*	100	100	100	*	*	*	*	500	*	1,400	*	300	*	300
YORK	3	15,100	200	3,200	8,000	3,300	1,400	*	*	*	100	100	*	*	*	*	*	100	*	200	*	800	*	2,100
NORTH YORK	4	34,300	1,700	3,300	48,600	7,100	10,100	*	*	*	400	200	200	400	*	*	*	300	200	2,300	100	7,900	100	10,800
ETOBICOKE	5	21,100	100	2,300	11,300	23,000	1,600	*	*	*	100	*	*	*	*	*	*	100	100	400	100	1,100	100	4,600
SCARBOROUGH	6	40,700	2,600	900	24,300	3,000	41,100	*	*	*	1,300	500	500	500	100	*	100	500	200	1,600	200	11,400	*	2,700
DURHAM																								
BROCK	7	*	*	*	100	*	100	700	100	100	*	*	100	100	*	100	*	100	*	100	*	300	*	*
JXBRIDGE	8	400	*	*	400	100	100	*	800	100	100	*	100	*	*	*	*	200	100	200	400	500	*	100
SCUDGOS	9	100	*	*	100	*	400	100	200	1,200	300	100	400	900	200	*	*	*	*	*	*	200	*	*
PICKERING	10	5,200	200	100	3,200	400	5,300	*	*	*	2,700	900	400	300	100	*	*	100	*	300	100	2,000	*	300
ALAX	11	1,800	100	*	2,400	200	4,200	*	*	*	2,000	2,700	700	700	100	*	*	*	100	200	*	1,400	*	200
WHITBY	12	2,900	100	*	1,600	200	2,400	*	100	*	1,600	1,400	4,000	3,200	400	*	*	*	*	200	100	1,000	100	200
OSHAWA	13	2,100	100	*	1,000	200	2,100	*	100	100	2,200	2,300	4,300	13,000	1,400	*	*	*	*	200	*	1,000	*	100
CLARINGTON	14	800	*	*	500	100	800	*	*	100	1,000	900	2,000	4,300	3,500	*	*	*	*	100	*	300	*	100
YORK																								
GEORGINA	15	400	100	*	500	100	500	100	100	*	*	*	*	*	*	2,000	400	1,300	400	400	200	800	100	300
EAST GWILLIMBURY	16	400	*	100	500	*	200	*	*	*	*	*	*	*	*	100	300	1,100	400	400	100	700	100	300
NEWMARKET	17	1,800	100	*	2,500	400	700	*	*	*	*	*	*	100	*	100	400	3,600	1,000	1,400	100	1,200	200	1,000
AURORA	18	1,500	*	100	1,600	200	500	*	*	*	*	*	*	*	*	100	*	700	1,800	1,100	200	1,100	100	600
RICHMOND HILL	19	5,600	200	200	5,200	900	16,600	*	*	*	100	100	*	*	*	100	*	300	400	4,800	100	3,500	100	3,200
WHITCHURCH STOUFFVILLE	20	700	*	*	500	100	900	*	*	*	100	*	*	*	*	100	*	200	*	500	900	1,300	*	200
MARKHAM	21	10,600	300	100	8,200	1,600	7,500	*	*	*	200	100	100	*	*	100	*	300	100	2,600	300	10,700	100	2,000
KING	22	700	*	100	800	500	100	*	*	*	*	*	*	*	*	100	*	200	200	400	*	200	600	800
VAUGHAN	23	6,800	100	500	10,200	2,600	900	*	*	*	100	100	*	*	*	*	200	100	1,000	100	1,800	*	8,500	
PEEL																								
CALEDON	24	800	*	200	900	1,000	*	*	*	*	*	*	*	*	*	*	*	*	100	100	*	200	100	800
BRAMPTON	25	7,200	200	600	5,100	8,200	700	*	*	*	*	*	*	*	*	*	*	100	*	400	*	800	*	3,400
MISSISSAUGA	26	28,300	400	1,500	10,200	21,800	1,900	*	*	*	100	100	*	100	*	*	*	100	100	400	*	1,500	*	3,400
HALTON																								
HALTON HILLS	27	900	100	*	500	600	100	*	*	*	*	*	*	*	*	*	*	*	100	*	*	100	*	200
MILTON	28	800	*	*	200	400	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
OAKVILLE	29	7,900	*	100	1,700	2,900	400	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200
BURLINGTON	30	3,500	100	*	700	1,200	200	*	*	*	*	*	*	*	*	*	*	*	*	100	*	100	*	200
CITY OF HAMILTON																								
FLAMBROUGH AREA	31	200	*	*	100	300	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
DUNDAS AREA	32	200	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ANCASTER AREA	33	200	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
GLANBROOK AREA	34	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
STONE CREEK AREA	35	200	*	*	100	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
HAMILTON AREA	36	1,600	*	*	400	400	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100
MUNICIPAL TOTAL		11,900	11,900	16,000	179,900	89,600	97,700	1,000	1,600	1,700	1,300	9,700	13,100	24,100	6,000	2,600	1,300	10,000	5,700	21,100	3,300	57,800	2,000	50,500
REGION TOTAL							733,900								70,600									154,200

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : WORK

MODE : All

PERIOD : 6 to 9 AM

TO																
PEEL			HALTON			CITY OF HAMILTON						MUNICIPAL TOTAL		REGION TOTAL		FROM
	24	25	26	27	28	29	30	31	32	33	34	35	36			
1	100	1 600	9 100	100	100	700	300	*	*	*	*	*	300	184 900	2 100	1 CITY OF TORONTO
2	*	100	1 200	*	*	*	*	*	*	*	*	*	*	29 100		2 TORONTO
3	100	600	2 600	*	*	100	100	*	*	*	*	*	*	38 100		3 EAST YORK
4	200	1 700	7 300	*	100	300	100	*	*	*	*	*	*	142 100		4 YORK
5	300	2 600	12 300	100	100	900	100	*	*	*	*	*	*	82 100		4 NORTH YORK
6	100	800	3 800	*	*	300	100	*	*	*	*	*	200	137 200		5 ETOBICOKE
7	*	*	*	*	*	*	*	*	*	*	*	*	*	2 100	2 100	6 SCARBOROUGH
8	*	*	100	*	*	*	*	*	*	*	*	*	*	3 600		7 DURHAM
9	*	*	*	*	*	*	*	*	*	*	*	*	*	4 500		8 BROCK
10	*	100	500	*	*	*	*	*	*	*	*	*	*	22 100		8 UXBRIDGE
11	*	100	400	*	*	*	*	*	*	*	*	*	*	19 200		9 SCUGOG
12	*	*	200	*	*	*	*	*	*	*	*	*	*	19 200		10 PICKERING
13	*	*	100	*	*	100	100	*	*	*	*	*	*	30 100		11 AJAX
14	*	*	100	*	*	*	*	*	*	*	*	*	*	14 100		12 WHITBY
15	*	*	200	*	*	*	*	*	*	*	*	*	*	8 100	8 100	13 OSHAWA
16	*	*	100	*	*	*	*	*	*	*	*	*	*	5 000		14 CLARINGTON
17	100	100	600	*	*	*	*	*	*	*	*	*	*	15 600		15 YORK
18	100	200	300	*	*	*	*	*	*	*	*	*	*	12 300		16 GEORGINA
19	*	300	800	*	*	*	*	*	*	*	*	*	*	27 900		16 EAST GWILLIMBURY
20	*	*	*	*	*	*	*	*	*	*	*	*	*	5 700		17 NEWMARKET
21	100	300	1 400	*	*	*	*	*	*	*	*	*	*	44 900		18 AURORA
22	*	200	200	*	*	*	*	*	*	*	*	*	*	7 100		19 RICHMOND HILL
23	200	900	2 500	*	*	200	*	*	*	*	*	*	*	36 800		20 WHITCHURCH-STOUFFVILLE
24	2 200	2 500	2 400	100	*	*	*	*	*	*	*	*	*	11 500	11 500	21 MARKHAM
25	900	25 900	21 000	500	400	800	200	*	*	*	*	*	100	76 800		22 KING
26	300	7 500	69 500	400	600	4 900	1 200	*	*	*	*	100	800	155 100		23 AUGHAN
27	100	2 100	3 300	3 300	500	200	100	*	*	*	*	*	*	12 300	48 900	24 PEEL
28	*	400	1 800	400	3 600	600	400	100	*	*	*	*	200	9 100		24 CALEDON
29	*	700	8 200	100	600	11 600	1 700	*	*	*	*	*	1 100	36 500		25 BRAMPTON
30	*	500	4 900	*	600	5 800	14 200	400	100	200	*	400	4 700	37 700		26 MISSISSAUGA
31	*	100	500	*	300	800	1 400	1 400	400	200	*	100	1 800	7 400	7 400	27 HALTON
32	*	*	200	*	*	200	500	300	800	100	*	100	2 700	5 400		27 HALTON HILLS
33	*	200	*	*	100	500	100	900	800	*	200	3 300	5 800	9 100		28 MILTON
34	*	*	*	*	100	200	*	100	200	200	300	1 400	2 400	37 700		29 OKAVILLE
35	*	500	*	*	100	500	1 500	100	100	*	200	2 500	7 000	12 900		30 BURLINGTON
36	100	1 700	*	200	2 000	6 400	800	1 200	1 300	300	1 700	45 600	65 200	65 200		31 CITY OF HAMILTON
														69 400		
														71 800		
														86 600		
														1 330 300		

1996 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 24 Hour

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	4,000,600	94,400	317,600	279,600	43,000	12,000	4,747,100
DURHAM	94,800	722,500	24,200	5,700	1,100	500	849,000
YORK	316,700	24,600	765,800	37,800	3,600	1,400	1,149,900
PEEL	282,200	5,900	38,300	1,185,100	70,600	11,000	1,593,200
HALTON	42,900	1,100	3,900	70,300	525,800	58,100	702,100
CITY OF HAMILTON	12,100	600	1,400	10,700	58,700	805,400	888,900
REGION TOTAL	4,749,300	849,100	1,151,300	1,589,200	702,800	888,500	9,930,200

1996 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 6 to 9 AM

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	907,500	8,300	70,200	53,300	4,600	1,100	1,045,100
DURHAM	45,600	148,400	11,100	1,900	300	200	207,500
YORK	100,400	2,700	174,800	9,600	600	100	288,200
PEEL	103,800	700	13,100	279,800	12,900	1,600	411,900
HALTON	22,900	100	1,500	24,900	104,200	9,900	163,400
CITY OF HAMILTON	4,700	100	300	3,800	17,300	159,000	185,200
REGION TOTAL	1,185,000	160,300	271,000	373,300	139,800	171,800	2,301,200

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS HOME TO WORK TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work
 MODE : All
 PERIOD : 24 Hour

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	727,800	2,700	64,400	23,900	5,700	1,100	886,600
DURHAM	57,500	95,100	13,700	3,700	400	300	176,500
YORK	102,900	2,400	101,400	11,900	700	200	219,400
PEEL	116,900	900	15,000	154,800	13,900	1,500	348,200
HALTON	26,500	200	1,700	26,600	64,500	9,200	133,800
CITY OF HAMILTON	6,400	200	800	4,500	22,300	114,200	154,500
REGION TOTAL	1,033,000	107,500	216,300	308,300	105,900	131,200	1,962,300

1996 TTS HOME TO WORK TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work
 MODE : All
 PERIOD : 6 to 9 AM

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	498,200	6,200	61,400	44,900	3,800	600	615,900
DURHAM	41,600	62,100	10,500	1,800	200	100	116,400
YORK	79,600	1,800	71,500	8,700	500	100	162,500
PEEL	88,800	500	11,400	152,400	4,200	1,100	243,700
HALTON	21,400	100	1,300	22,000	41,600	7,900	95,800
CITY OF HAMILTON	4,200	100	200	3,500	14,700	77,300	100,000
REGION TOTAL	733,900	70,600	154,200	211,200	71,800	86,600	1,338,300

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : ALL
 MODE : ALL
 PERIOD : 24 HOUR

FROM		TO																								
		CITY OF TORONTO						DURHAM								YORK										
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
CITY OF TORONTO																										
TORONTO	1	795,700	51,130	54,430	178,130	87,100	111,000	130	500	530	6,600	1,300	2,900	3,800	700	800	800	2,400	2,000	6,000	1,100	21,600	1,200	12,700	1	
EAST YORK	2	54,000	38,500	1,200	18,200	2,700	23,800	*	100	*	700	300	200	200	100	200	100	200	100	300	100	2,300	100	600	2	
YORK	3	54,100	1,100	43,600	36,900	19,100	3,900	*	100	*	300	200	*	200	*	100	100	200	100	700	100	1,500	200	3,600	3	
NORTH YORK	4	177,900	18,900	36,100	529,700	51,700	51,900	100	800	230	4,800	2,600	1,700	2,500	500	900	1,200	2,700	2,500	11,800	1,400	37,800	1,700	37,200	4	
ETOBICOKE	5	87,400	2,900	18,800	51,600	308,500	10,800	100	100	100	800	300	300	900	100	100	300	800	300	1,300	200	3,400	1,600	10,200	5	
SCARBOROUGH	6	111,200	23,200	4,200	93,700	11,100	518,700	200	700	400	12,700	5,200	3,500	4,900	700	1,000	400	1,100	1,100	3,200	1,900	31,300	1,200	4,200	6	
DURHAM																										
BROCK	7	100	*	*	200	100	100	5,200	500	400	*	100	200	400	100	1,100	*	100	100	*	200	100	*	*	7	
JBURIDGE	8	500	100	100	700	*	700	500	10,400	1,000	400	300	100	500	100	200	200	400	100	100	900	900	*	100	8	
SCUGOG	9	400	*	*	200	100	400	400	900	14,500	200	400	800	3,800	600	100	200	*	*	100	100	200	*	100	9	
PICKERING	10	6,400	700	300	5,000	800	12,900	*	400	200	36,400	10,000	3,200	4,500	700	100	*	200	100	200	300	1,800	100	200	10	
AJAX	11	3,500	200	200	2,900	290	5,200	100	100	300	10,200	30,000	4,200	6,200	500	100	*	*	*	100	*	800	*	100	11	
WHITBY	12	2,900	300	100	1,700	300	3,300	300	200	700	3,600	4,100	42,300	21,700	1,600	*	*	100	*	100	100	700	*	100	12	
OSHAWA	13	4,100	200	200	2,800	800	4,800	400	500	3,700	4,400	6,100	21,400	193,400	13,100	*	*	100	100	400	100	1,100	*	200	13	
CLARINGTON	14	730	100	*	400	100	700	100	100	600	600	500	1,800	13,200	32,900	*	*	*	*	*	*	300	100	100	14	
YORK																										
GEORGINA	15	1,000	200	100	600	100	1,100	1,000	200	100	100	100	*	*	*	22,600	900	2,800	800	600	400	1,000	100	500	15	
EAST GUILMBURY	16	700	100	100	1,100	200	400	*	100	200	*	*	*	*	*	900	3,900	5,700	800	400	300	400	200	500	16	
NEWMARKET	17	2,500	100	300	2,900	700	3,800	100	500	*	200	*	130	100	*	2,800	5,700	42,200	5,000	2,000	900	1,500	1,400	900	17	
ALBORA	18	2,000	200	100	2,400	400	1,000	100	100	*	100	*	200	*	200	800	900	5,000	16,700	2,600	700	1,100	1,400	900	18	
RICHMOND HILL	19	6,300	400	600	11,400	1,500	2,900	*	100	100	100	100	100	100	100	500	400	1,700	2,600	35,400	1,100	9,300	1,000	6,200	19	
WHITCHURCH-STOUFFVILLE	20	1,100	100	100	1,400	200	1,100	200	900	100	900	100	100	100	100	300	300	1,000	900	1,000	10,600	3,900	100	200	20	
MARKHAM	21	21,800	2,200	1,500	37,800	3,400	11,300	500	900	200	1,800	500	700	1,100	300	1,000	400	1,400	900	9,200	3,800	98,100	500	7,200	21	
KING	22	1,200	*	200	1,700	1,600	1,400	*	100	*	100	*	*	*	*	100	200	1,500	1,400	800	100	600	600	2,200	22	
VAUGHAN	23	13,000	700	1,700	36,700	10,400	4,500	*	200	*	300	100	100	200	100	400	400	1,100	1,000	5,800	100	7,700	200	35,000	23	
PEEL																										
CALEDON	24	1,200	*	200	1,600	2,600	200	*	100	*	*	*	*	100	*	*	*	*	100	200	*	400	700	900	24	
BRAMPTON	25	12,800	400	2,000	11,200	15,600	2,900	*	*	*	200	100	100	200	100	200	*	400	300	600	200	1,400	500	4,400	25	
MISSISSAUGA	26	61,000	2,000	7,400	27,000	78,300	9,000	*	*	*	900	500	300	700	200	100	100	600	200	1,200	200	2,700	600	6,900	26	
HALTON																										
HALTON HILLS	27	1,100	100	100	600	1,100	200	*	*	*	*	*	*	*	100	*	*	*	*	100	100	*	100	*	200	27
MILTON	28	1,600	100	100	700	1,200	200	*	*	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	100	28
OKAVILLE	29	4,500	300	300	1,900	5,100	800	*	*	*	*	*	*	100	*	*	*	100	*	100	*	200	500	300	29	
BURLINGTON	30	5,100	*	200	1,100	2,200	400	*	*	*	*	*	100	*	*	*	*	*	100	*	100	*	200	*	200	30
CITY OF HAMILTON																										
FLAMBOROUGH AREA	31	300	*	*	100	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	31
DUNDAS AREA	32	300	*	*	100	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	32
ANGASTER AREA	33	100	*	*	100	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33
GLANBROOK AREA	34	100	*	*	100	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34
STONE Y CREEK AREA	35	400	*	*	100	200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	35
HAMILTON AREA	36	4,700	100	200	1,200	1,400	300	*	*	*	100	*	100	100	*	100	*	100	*	100	*	200	*	200	36	
MUNICIPAL TOTAL		1,441,000	141,000	176,300	1,063,500	609,200	849,500	12,900	18,500	23,400	85,800	64,900	84,800	259,000	52,700	34,500	15,500	71,700	37,200	84,200	25,200	21,400	21,400	145,900		
REGION TOTAL						4,290,800									602,400									659,900		

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : ALL
 MODE : ALL
 PERIOD : 6 TO 9 AM

		TO																							
FROM		CITY OF TORONTO					DURHAM								YORK										
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CITY OF TORONTO																									
TOP INTS	1	181 800	4 600	5 200	24 800	14 600	11 100	*	*	*	700	200	100	400	100	*	*	300	300	700	100	1 400	100	3 000	1
EAST YORK	2	22 600	8 100	300	1 400	1 900	5 100	*	*	*	100	*	*	100	*	*	*	*	100	*	800	*	200	2	
YORK	3	24 200	300	11 400	11 900	4 700	1 400	*	*	*	200	100	*	100	*	*	*	100	*	200	*	700	100	1 800	3
NORTH YORK	4	68 200	3 000	8 000	11 900	12 500	17 100	*	*	*	700	300	100	500	100	*	*	300	400	2 300	200	8 000	300	10 900	4
ETOBICOKE	5	34 300	500	4 300	15 400	63 300	2 300	*	*	*	200	*	*	200	*	*	*	100	100	300	*	1 000	100	2 900	5
SCARBOROUGH	6	54 400	5 400	1 000	34 700	4 400	12 800	*	100	*	1 500	900	500	1 300	300	2 300	100	200	100	1 000	*	10 000	230	1 700	6
DURHAM																									
BROCK	7	*	*	*	100	100	100	2 100	100	100	*	100	100	200	*	300	*	*	100	*	100	*	*	7	
UXBRIDGE	8	400	100	*	500	*	400	100	1 800	100	100	100	100	100	*	*	*	300	*	*	100	500	*	100	8
SCUOGG	9	100	*	*	100	*	200	*	200	2 700	100	200	200	1 300	200	*	*	*	*	*	*	*	*	9	
PICKERING	10	1 800	200	*	2 800	200	4 800	*	*	*	6 200	2 600	400	900	100	*	*	100	*	100	*	800	*	100	10
AJAX	11	2 500	100	*	1 500	100	2 400	*	100	*	1 900	6 800	500	1 100	200	*	*	*	*	*	*	300	*	*	11
WHITBY	12	1 600	200	*	1 300	100	1 500	*	*	1 300	1 500	7 800	4 000	500	*	*	*	*	*	*	*	300	*	*	12
OSHAWA	13	1 700	100	*	1 200	100	1 900	*	*	200	1 700	2 100	4 600	36 300	2 200	*	*	*	100	100	*	400	*	*	13
CLARINGTON	14	300	100	*	100	*	100	*	100	*	300	200	600	3 900	7 000	*	*	*	*	*	*	100	*	*	14
YORK																									
GEORGIANA	15	500	*	*	400	*	400	2 100	100	*	*	*	*	*	*	3 900	200	1 000	500	400	100	700	*	200	15
EAST WILMBURY	16	500	*	*	800	100	200	*	*	100	*	*	*	*	*	100	700	1 800	500	200	200	400	100	300	16
NEWMARKET	17	1 200	100	100	1 700	100	400	*	100	*	100	*	*	*	*	100	400	7 900	1 300	800	200	700	400	600	17
AURORA	18	1 100	100	*	1 300	200	400	*	100	*	100	*	*	*	*	100	100	800	3 100	700	200	600	300	700	18
RICHMOND HILL	19	3 000	100	200	3 900	500	1 000	*	*	*	*	100	*	*	*	*	*	200	400	6 000	200	2 700	200	1 700	19
WHITCHURCH-STOUFFVILLE	20	600	*	*	700	100	700	*	100	*	*	*	*	*	*	*	*	100	400	200	1 800	1 200	*	100	20
MARKHAM	21	9 700	500	200	11 800	1 200	7 100	*	*	100	300	*	100	100	100	*	*	200	100	1 900	600	18 300	100	1 200	21
KING	22	700	*	100	400	900	600	*	*	*	*	*	*	*	*	100	*	300	400	200	*	300	900	1 100	22
VAUGHAN	23	5 100	200	800	8 400	2 400	8 800	*	*	*	100	100	*	100	100	*	*	100	100	900	*	2 100	200	7 800	23
PEEL																									
CALEDON	24	600	*	100	600	1 200	100	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200	*	200	24
BRAMPTON	25	6 200	100	600	5 300	7 200	700	*	*	*	*	*	*	*	*	*	*	100	*	600	*	600	*	2 000	25
MISSISSAUGA	26	29 100	600	1 800	8 700	26 900	2 000	*	*	*	100	*	*	200	*	*	*	*	100	*	700	100	2 300	26	
HALTON																									
HALTON HILLS	27	900	*	100	400	700	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	27
MILTON	28	700	*	*	400	500	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	28
OAKVILLE	29	5 900	*	*	800	2 000	200	*	*	*	*	*	*	100	*	*	*	*	*	*	*	100	200	100	29
BURLINGTON	30	3 500	*	100	500	1 300	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	200	*	100	30
CITY OF HAMILTON																									
FLAMBOROUGH AREA	31	200	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	31
DUNDAS AREA	32	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	32
ANCASTER AREA	33	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33
GLANBROOK AREA	34	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34
STONE CREEK AREA	35	200	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	35
HAMILTON AREA	36	1 600	*	*	400	300	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	36
MUNICIPAL TOTAL		44 400	24 400	34 400	277 000	147 300	174 400	2 100	4 800	4 400	15 400	15 300	15 200	50 700	11 400	4 700	1 800	13 900	7 400	16 700	4 300	56 200	3 700	39 300	
REGION TOTAL							3 116 500								116 400									147 400	

NOTE All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS O-D TRIP MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : ALL
 MODE : ALL
 PERIOD : 6 TO 9 AM

TO	FROM												MUNICIPAL TOTAL	REGION TOTAL	FROM			
PEEL	24	25	26	HALTON	27	28	29	30	CITY OF HAMILTON				31	32	33	34	35	36
1	100	1,400	4,200	100	230	100	300	*	*	*	*	*	*	500	271,300	1,158,800	1	CITY OF TORONTO
2	*	100	900	*	*	100	*	*	*	*	*	*	*	46,000	46,000	2	TORONTO	
3	*	500	2,900	100	*	100	100	*	*	*	*	*	*	50,000	50,000	3	EAST YORK	
4	*	2,300	1,900	500	*	400	100	*	*	*	*	*	*	26,000	26,000	4	YORK	
5	300	1,200	15,500	*	100	300	400	*	*	*	*	*	*	14,000	14,000	5	NORTH YORK	
6	*	900	1,900	*	*	200	100	*	*	*	*	*	*	231,100	231,100	6	ETOBICOKE	
7	*	*	*	*	*	*	*	*	*	*	*	*	*	3,000	3,000	7	SCARBOROUGH	
8	*	*	*	*	*	*	*	*	*	*	*	*	*	4,000	4,000	8	DURHAM	
9	*	*	*	*	*	*	*	*	*	*	*	*	*	1,000	1,000	9	BREMONTVILLE	
10	*	100	400	*	*	*	*	*	*	*	*	*	*	21,400	21,400	10	OXBRIDGE	
11	*	*	300	*	*	*	*	*	*	*	*	*	*	18,000	18,000	11	SCARBOROUGH	
12	*	*	200	*	*	*	*	*	*	*	*	*	*	19,000	19,000	12	PICKERING	
13	*	100	100	*	*	*	*	*	*	*	*	*	*	50,000	50,000	13	AJAX	
14	*	*	*	*	*	*	*	*	*	*	*	*	*	12,000	12,000	14	WHITBY	
15	*	200	*	*	*	*	*	*	*	*	*	*	*	4,000	4,000	15	OSHAWA	
16	*	*	100	*	*	*	*	*	*	*	*	*	*	6,000	6,000	16	CLARINGTON	
17	*	100	300	*	*	100	*	*	*	*	*	*	*	16,000	16,000	17	YORK	
18	*	200	200	*	*	*	*	*	*	*	*	*	*	1,000	1,000	18	GEORGINA	
19	*	300	400	*	*	100	*	*	*	*	*	*	*	2,000	2,000	19	EAST GWILLIMBURY	
20	*	100	100	*	*	*	*	*	*	*	*	*	*	1,400	1,400	20	NEWMARKET	
21	*	400	1,000	*	*	100	*	*	*	*	*	*	*	54,000	54,000	21	AURORA	
22	100	200	200	*	*	100	*	*	*	*	*	*	*	11,000	11,000	22	RICHMOND HILL	
23	100	700	1,500	*	*	100	*	*	*	*	*	*	*	1,000	1,000	23	WHITCHURCH-STOUFFVILLE	
24	1,000	2,300	1,000	600	1,300	1,000	*	*	*	*	*	*	*	1,000	1,000	24	MARRHAM	
25	1,200	46,800	15,100	400	100	500	100	*	*	*	*	*	*	200	200	25	KING	
26	300	6,600	28,400	300	300	4,400	700	*	*	*	*	*	*	1,000	1,000	26	VAUGHAN	
27	100	2,200	1,000	7,500	1,000	1,000	100	*	*	*	*	*	*	15,500	15,500	27	PEEL	
28	*	400	2,000	500	6,400	1,100	500	*	*	*	*	*	*	13,100	13,100	28	CALEDON	
29	600	6,700	100	200	22,000	1,500	*	*	*	*	*	*	*	4,000	4,000	29	BRAMPTON	
30	*	500	2,000	200	500	5,100	28,300	600	100	100	*	400	8,100	52,800	30	MISSISSAUGA		
31	*	*	400	*	200	100	1,600	2,000	1,000	200	*	200	7,000	7,000	31	HALTON		
32	*	*	*	*	100	500	2,000	3,000	2,000	100	100	400	9,000	9,000	32	HALTON HILLS		
33	*	*	*	*	100	600	100	1,000	2,200	100	100	300	7,000	7,000	33	MILTON		
34	*	*	*	*	100	200	100	1,000	1,000	100	100	500	3,000	3,000	34	OAKVILLE		
35	*	100	*	*	200	100	100	1,000	1,000	100	100	5,000	1,000	1,000	35	BURLINGTON		
36	200	1,000	*	200	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	36	CITY OF HAMILTON		
TOTAL															251,700	1,158,800		

1986 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HOUR

		TO																							
FROM		CITY OF TORONTO						DURHAM								YORK									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CITY OF TORONTO																									
TORONTO	1	178 500	4 000	4 200	29 400	14 900	13 900	*	*	*	700	100	100	400	100	*	*	500	300	1 000	100	3 900	*	3 600	1
EAST YORK	2	24 800	4 500	300	6 200	1 200	5 700	*	*	*	100	*	*	100	*	*	*	*	100	100	900	*	300	*	2
YORK	3	24 700	400	6 200	11 500	4 800	1 700	*	*	*	100	200	*	100	*	*	*	100	*	200	*	800	*	2 300	3
NORTH YORK	4	67 800	1 200	5 400	83 400	12 500	17 200	*	*	*	800	300	100	600	200	*	*	400	400	2 200	200	8 000	100	12 000	4
ETOBICOKE	5	15 400	500	4 600	15 700	45 000	2 600	*	*	*	200	*	100	200	100	*	*	100	100	200	*	1 300	100	3 100	5
SCARBOROUGH	6	58 400	5 600	1 300	11 800	5 600	14 900	*	100	*	1 700	800	500	1 300	200	*	100	200	200	1 000	100	11 000	*	2 200	6
DURHAM																									
BROOK	7	100	*	*	100	100	100	1 400	100	*	*	100	100	300	*	300	*	*	100	*	100	100	*	*	7
JXBRIDGE	8	300	100	*	500	*	4 100	100	1 000	100	100	*	100	200	*	*	*	230	*	*	300	600	*	100	8
SCUJGG	9	300	*	*	100	*	200	*	200	1 600	100	200	300	1 700	200	*	*	*	*	*	100	*	*	*	9
PICKERING	10	4 300	400	100	2 600	300	4 800	*	*	*	3 400	1 000	300	800	100	*	*	100	*	100	100	900	*	100	10
AJAX	11	2 700	100	*	1 800	100	2 800	*	*	*	1 500	3 400	400	1 100	200	*	*	*	*	*	*	400	*	*	11
WHITBY	12	1 900	100	*	1 100	200	1 700	*	*	100	1 100	1 200	4 200	3 600	500	*	*	*	*	*	*	400	*	100	12
OSHAWA	13	2 000	100	*	1 400	200	2 100	*	*	200	1 900	2 600	5 200	27 400	2 200	*	*	*	100	100	100	400	*	*	13
CLARINGTON	14	400	100	*	200	*	200	*	100	*	300	100	700	4 600	4 200	*	*	*	*	*	*	100	*	*	14
YORK																									
GEORGINA	15	500	100	*	600	100	700	100	100	*	100	100	*	*	*	2 500	200	1 100	500	400	100	900	*	400	15
EAST GWILMBURY	16	600	100	100	800	100	100	*	100	100	*	*	*	*	*	*	300	1 300	400	200	200	400	100	400	16
NEWMARKET	17	1 200	100	100	1 800	400	500	*	100	*	*	*	*	100	*	100	300	4 700	900	900	200	800	300	600	17
AJROPA	18	1 200	100	*	1 800	200	500	*	*	*	*	*	*	*	*	*	*	700	2 000	600	100	600	200	700	18
RICHMOND HILL	19	3 000	100	200	1 900	500	900	*	*	*	*	*	*	100	*	100	200	300	4 200	200	2 000	100	2 000	19	
WHIT CHURCH STOUFFVILLE	20	500	*	*	800	100	700	*	100	*	*	*	100	*	*	*	100	200	200	1 200	1 200	*	100	20	
MARKHAM	21	9 600	400	300	10 900	1 400	7 200	*	*	400	*	100	100	100	100	*	100	200	1 300	400	10 100	*	1 400	21	
KING	22	600	*	100	900	800	3 400	*	*	*	*	*	*	*	*	*	200	200	200	*	300	700	1 100	22	
VAUGHAN	23	5 100	100	700	7 200	2 500	900	*	*	*	100	*	*	100	100	*	100	100	500	*	1 200	200	4 800	23	
PEEL																									
CAYEDON	24	800	*	100	400	1 200	100	*	*	*	*	*	*	100	*	*	*	*	*	100	*	300	*	400	24
BRAMPTON	25	6 500	100	800	5 500	8 200	960	*	*	*	*	*	*	*	*	*	*	*	200	*	700	*	2 200	25	
MISSISSAUGA	26	30 800	700	2 000	9 300	27 900	2 100	*	*	*	100	*	*	300	*	*	*	*	100	*	700	100	2 500	26	
HALTON																									
HALTON HILLS	27	800	*	100	400	700	100	*	*	*	*	*	*	*	100	*	*	*	*	100	*	*	*	100	27
MILTON	28	900	*	100	500	800	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	28
OAKVILLE	29	6 200	*	*	900	2 400	200	*	*	*	*	*	*	100	*	*	*	*	*	*	*	100	*	100	29
BURLINGTON	30	3 400	*	100	500	1 500	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	200	*	100	30
CITY OF HAMILTON																									
FLAMBOROUGH AREA	31	200	*	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	31
DUNDAS AREA	32	200	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	32
ANGASTER AREA	33	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33
GLANBROOK AREA	34	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34
STONE Y CREEK AREA	35	100	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	35	
HAMILTON AREA	36	1 800	100	*	500	500	100	*	*	*	*	*	*	100	*	*	*	*	*	*	100	*	100	36	
MUNICIPAL TOTAL		474 300	21 000	28 500	234 000	134 100	143 700	1 700	2 000	2 400	14 800	1 400	1 200	43 200	8 400	2 200	1 000	10 300	5 900	14 000	2 600	48 500	2 200	40 700	
REGION TOTAL						1 034 800								93 400										129 500	

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES (continued)

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HOUR

TO														MUNICIPAL TOTAL	REGION TOTAL	FROM	
PEEL	24	25	26	HALTON 27	28	29	30	CITY OF HAMILTON				31	32				33
1	100	1 800	19 200	100	900	800	100	*	*	*	*	*	*	500	259 000	1 144 000	CITY OF TORONTO
2	*	100	1 000	*	*	100	*	*	*	*	*	*	*	45 000	45 000	1 144 000	1 TOPIC
3	*	700	3 200	100	*	100	100	*	*	*	*	*	*	200	57 000	1 144 000	2 EAST YORK
4	100	2 700	9 100	100	*	500	100	*	*	*	*	*	*	100	227 000	1 144 000	3 YORK
5	100	3 100	16 400	100	100	800	100	*	*	*	*	*	*	300	130 000	1 144 000	4 NORTH YORK
6	*	1 000	1 800	*	100	100	100	*	*	*	*	*	*	*	20 000	1 144 000	5 ETOBICOKE
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2 400	1 144 000	6 SCARBOROUGH
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4 000	1 144 000	DURHAM
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5 000	1 144 000	7 BROCK
10	*	100	400	*	*	*	*	*	*	*	*	*	*	*	14 000	1 144 000	8 UXBRIDGE
11	*	*	300	*	*	*	*	*	*	*	*	*	*	*	13 000	1 144 000	9 SCUGOG
12	*	*	200	*	*	*	*	*	*	*	*	*	*	*	10 000	1 144 000	10 PICKERING
13	*	100	200	*	*	*	*	*	*	*	*	*	*	*	45 000	1 144 000	11 AURORA
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11 000	1 144 000	12 WHITBY
15	*	100	100	*	*	*	*	*	*	*	*	*	*	*	8 000	1 144 000	13 OSHAWA
16	*	*	100	*	*	*	*	*	*	*	*	*	*	*	4 000	1 144 000	14 CLARINGTON
17	*	100	300	*	*	1 000	*	*	*	*	*	*	*	*	13 000	1 144 000	YORK
18	*	*	200	*	*	1 000	*	*	*	*	*	*	*	*	8 000	1 144 000	15 GEORGINA
19	*	200	500	*	*	1 000	*	*	*	*	*	*	*	*	10 000	1 144 000	16 EAST WILKINSBURG
20	*	*	200	*	*	1 000	*	*	*	*	*	*	*	*	6 000	1 144 000	17 NEWMARKET
21	*	300	1 000	*	*	1 000	100	*	*	*	*	*	*	*	45 000	1 144 000	18 AURORA
22	100	100	100	*	*	1 000	*	*	*	*	*	*	*	*	6 000	1 144 000	19 RICHMOND HILL
23	100	300	1 000	*	*	1 000	*	*	*	*	*	*	*	*	26 000	1 144 000	20 WHITCHURCH-STOUFFVILLE
24	2 300	2 400	2 000	200	*	200	*	*	*	*	*	*	100	11 000	1 144 000	21 MARKHAM	
25	800	33 800	17 200	400	200	400	200	*	*	*	*	*	100	78 000	1 144 000	22 KING	
26	300	6 100	71 400	200	100	1 900	700	*	*	*	*	100	1 000	161 000	1 144 000	23 VAUGHAN	
27	100	2 400	2 300	5 300	700	400	100	*	*	*	*	*	100	13 000	1 144 000	PEEL	
28	*	400	2 100	400	4 600	800	500	*	*	*	*	*	100	11 600	1 144 000	24 CALEDON	
29	*	500	6 900	100	300	14 500	1 100	*	*	*	*	*	900	34 500	1 144 000	25 BRAMPTON	
30	*	400	3 600	200	600	6 200	19 500	600	100	100	*	400	7 800	45 400	1 144 000	26 MISSISSAUGA	
31	*	*	500	*	200	100	1 100	1 800	400	100	*	200	2 300	7 000	1 144 000	HALTON	
32	*	*	*	*	200	600	300	1 400	200	100	*	200	4 200	7 000	1 144 000	27 HALTON HILLS	
33	*	*	*	*	100	600	100	1 000	200	100	*	200	1 200	6 000	1 144 000	28 MILTON	
34	*	*	*	*	100	200	100	1 000	200	200	200	200	1 000	2 000	1 144 000	29 OAKVILLE	
35	*	*	100	*	100	1 000	1 000	100	100	100	100	1 000	9 000	12 000	1 144 000	30 BURLINGTON	
36	*	400	1 400	*	400	2 000	3 100	1 000	1 000	1 000	1 000	1 000	2 000	10 000	1 144 000	CITY OF HAMILTON	
31	*	*	500	*	200	100	1 100	1 800	400	100	*	200	2 300	7 000	1 144 000	31 FLAMBOROUGH AREA	
32	*	*	*	*	200	600	300	1 400	200	100	*	200	4 200	7 000	1 144 000	32 DUNDAS AREA	
33	*	*	*	*	100	600	100	1 000	200	100	*	200	1 200	6 000	1 144 000	33 ANCASTER AREA	
34	*	*	*	*	100	200	100	1 000	200	200	200	200	1 000	2 000	1 144 000	34 GLANBROOK AREA	
35	*	*	100	*	100	1 000	1 000	100	100	100	100	1 000	9 000	12 000	1 144 000	35 STONEY CREEK AREA	
36	*	400	1 400	*	400	2 000	3 100	1 000	1 000	1 000	1 000	1 000	2 000	10 000	1 144 000	36 HAMILTON AREA	
TOTAL														1 144 000	1 144 000	1 144 000	

1986 TTS HOME TO WORK TRIP MATRIX FOR 36 MUNICIPALITIES

PURPOSE : WORK
 MODE : AL
 PERIOD : 6 to 9 AM

		TO																							
FROM		CITY OF TORONTO						DURHAM								YORK									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CITY OF TORONTO																									
TORONTO	1	124,500	2,700	3,300	22,900	11,900	10,400	*	*	*	800	100	100	400	100	*	*	300	300	700	100	3,000	*	2,700	1
EAST YORK	2	18,900	1,900	200	5,000	800	4,400	*	*	*	100	*	*	100	*	*	*	*	*	100	*	800	*	200	2
YORK	3	17,900	1,900	4,700	9,000	3,500	1,300	*	*	*	100	100	*	100	*	*	*	100	*	200	*	700	*	1,600	3
NORTH YORK	4	54,400	2,200	4,700	62,000	9,600	12,900	*	*	*	600	200	*	400	100	*	*	300	300	1,800	200	6,500	100	9,400	4
ETOBICOKE	5	28,000	400	1,500	12,500	32,800	1,900	*	*	*	200	*	*	200	*	*	*	100	100	200	*	1,000	100	2,500	5
SCARBOROUGH	6	47,100	4,400	800	28,100	4,200	53,800	*	100	*	1,400	700	500	900	200	*	100	200	100	800	*	9,000	*	1,700	6
DURHAM																									
BROCK	7	*	*	*	100	100	100	900	100	*	*	100	100	200	*	200	*	*	100	*	100	*	*	*	7
JXBRIDGE	8	300	100	*	400	*	300	100	800	*	*	*	100	*	*	*	*	100	*	*	100	500	*	100	8
SCUGOG	9	100	*	*	*	*	100	*	100	1,100	100	100	200	1,100	200	*	*	*	*	*	*	*	*	*	9
PICKERING	10	3,700	200	*	2,400	200	3,900	*	*	*	2,100	800	200	600	*	*	*	100	*	100	*	800	*	*	10
AXAX	11	2,500	100	*	1,500	100	2,200	*	*	*	1,100	2,300	400	700	200	*	*	*	*	*	*	300	*	*	11
WHITBY	12	1,500	100	*	900	100	1,400	*	*	*	900	900	1,100	2,800	400	*	*	*	*	*	*	300	*	*	12
OSHAWA	13	1,400	100	*	1,100	100	1,800	*	*	200	1,600	2,000	1,800	1,800	1,800	*	*	*	100	*	*	300	*	*	13
CLARINGTON	14	300	100	*	100	*	100	*	100	*	200	200	500	3,100	1,100	*	*	*	*	*	*	100	*	*	14
YORK																									
GEORGINA	15	400	*	*	400	100	400	100	*	*	*	*	*	*	*	1,600	100	900	400	300	100	700	*	200	15
EAST-SWILMBURY	16	500	*	*	700	100	300	*	*	100	*	*	*	*	*	*	300	1,000	100	200	200	400	100	300	16
NEWMARKET	17	1,100	100	100	1,500	300	400	*	100	*	*	*	*	*	*	100	200	3,300	900	700	200	700	200	600	17
ALFORD	18	1,000	100	*	1,100	200	300	*	*	*	*	*	*	*	*	*	*	500	1,300	600	100	600	200	700	18
RICHMOND HILL	19	2,600	100	100	3,000	400	700	*	*	*	*	*	*	100	*	*	*	200	100	3,000	230	1,700	100	1,600	19
WILTON/CHURCH-STOUFFVILLE	20	400	*	*	600	100	500	*	*	*	*	*	*	*	*	*	*	100	100	100	800	1,000	*	100	20
MAPHAM	21	7,900	400	200	8,100	1,100	5,800	*	*	*	300	*	100	100	100	*	*	100	100	900	300	6,700	*	1,100	21
KING	22	500	*	100	800	800	200	*	*	*	*	*	*	*	*	*	*	100	100	100	100	300	500	1,000	22
VAUGHAN	23	4,200	100	700	4,900	2,700	600	*	*	*	100	*	*	100	100	*	*	100	100	300	*	1,000	100	3,600	23
PEEL																									
CALEDON	24	700	*	100	700	1,100	100	*	*	*	*	*	*	*	*	*	*	*	*	100	*	200	*	300	24
BRAMPTON	25	5,500	100	600	4,800	6,400	700	*	*	*	*	*	*	*	*	*	*	*	100	*	600	*	1,700	25	
MISSISSAUGA	26	25,400	600	1,600	7,600	22,600	1,600	*	*	*	100	*	*	200	*	*	*	*	*	200	*	600	100	1,900	26
HALTON																									
HALTON HILLS	27	800	*	100	100	600	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	27
MILTON	28	600	*	*	400	700	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	100	28
OAKVILLE	29	5,500	*	*	800	1,900	200	*	*	*	*	*	*	100	*	*	*	*	*	*	*	100	*	100	29
BURLINGTON	30	3,100	*	100	400	1,200	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	200	*	100	30
CITY OF HAMILTON																									
FLAMBOROUGH AREA	31	100	*	*	*	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	31
DUNDAS AREA	32	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	32
ANCASTER AREA	33	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33
GLANBROOK AREA	34	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34
STONE CREEK AREA	35	100	*	*	100	100	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	35
HAMILTON AREA	36	1,000	*	*	400	300	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	36
MUNICIPAL TOTAL		162,100	15,700	20,500	183,900	103,300	106,800	1,300	1,300	1,600	9,700	7,800	9,300	29,400	6,400	2,200	800	7,400	4,600	10,700	2,700	38,200	1,500	31,900	
REGION TOTAL							792,400								66,700									100,000	

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 24 Hour

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	3 726 884	64 700	259 718	258 600	33 800	10 400	4 289 900
DURHAM	65 100	523 200	13 000	1 600	600	500	603 200
YORK	259 700	12 400	400 100	22 100	2 400	800	658 200
PEEL	234 300	3 700	22 900	774 800	44 500	7 200	1 082 300
HALTON	34 400	500	2 400	43 900	429 700	49 100	559 900
CITY OF HAMILTON	10 400	400	800	7 100	44 100	771 200	839 100
REGION TOTAL	4 290 800	602 400	659 000	1 086 100	560 100	834 100	8 337 600

1986 TTS O-D TRIP MATRIX FOR 6 REGIONS

PURPOSE : All
 MODE : All
 PERIOD : 6 to 9 AM

FROM	TO						REGION TOTAL
	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	
CITY OF TORONTO	902 100	8 800	52 500	48 500	3 600	1 400	1 316 900
DURHAM	30 500	104 600	4 300	1 400	200	100	141 000
YORK	71 700	2 200	82 500	6 500	500	100	163 500
PEEL	92 200	500	6 900	176 200	7 500	1 600	284 900
HALTON	18 700	200	1 000	17 300	75 400	10 900	123 500
CITY OF HAMILTON	3 400	100	100	1 900	14 100	147 600	167 200
REGION TOTAL	1 118 500	116 400	147 400	251 700	101 300	161 700	1 896 900

NOTE All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1986 TTS HOME TO WORK TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work
 MODE : All
 PERIOD : 24 Hour

TO:

FROM:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	REGION TOTAL
CITY OF TORONTO	808,500	9,500	57,100	53,700	4,200	1,300	934,400
DURHAM	33,800	80,600	4,900	1,600	100	100	121,200
YORK	70,500	2,400	58,500	6,700	500	100	138,600
PEEL	98,000	700	7,800	136,200	6,600	1,600	251,000
HALTON	19,700	200	900	18,800	55,300	10,300	105,200
CITY OF HAMILTON	4,200	100	300	2,300	16,100	124,000	147,000
REGION TOTAL	1,034,800	93,400	129,500	219,300	82,800	137,300	1,697,200

1986 TTS HOME TO WORK TRIP MATRIX FOR 6 REGIONS

PURPOSE : Work
 MODE : All
 PERIOD : 6 to 9 AM

TO:

FROM:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	REGION TOTAL
CITY OF TORONTO	607,400	7,600	45,800	41,400	2,900	900	706,000
DURHAM	27,600	56,600	3,800	1,100	100	100	89,400
YORK	57,300	1,800	43,400	5,300	300	100	108,200
PEEL	80,100	500	6,100	100,500	4,700	1,100	193,100
HALTON	17,000	100	800	15,500	37,900	8,300	79,700
CITY OF HAMILTON	2,900	100	100	1,700	12,200	88,700	105,700
REGION TOTAL	792,400	66,700	100,000	165,600	58,300	99,200	1,282,100

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

PUBLICATIONS

Title of Publication

2006 Transportation Tomorrow Survey: Design and Conduct of the Survey

2006 Transportation Tomorrow Survey: Data Guide

2006 Transportation Tomorrow Survey: Data Validation

2006 Transportation Tomorrow Survey: 2006, 2001 & 1996 Travel Survey Summaries

2006 Transportation Tomorrow Survey: 2006, 2001, 1996 & 1986 Summary Report of the GTA

2006 Transportation Tomorrow Survey: Interview Manual

2006 Transportation Tomorrow Survey: Coding Manual

2006 Transportation Tomorrow Survey: Seminar

